

**BEFORE THE
FEDERAL MARITIME COMMISSION**

Docket No. 11-12

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**OFFICE OF THE SECRETARY
FEDERAL MARITIME COMMISSION**

**HANJIN SHIPPING CO., LTD.;
KAWASAKI KISEN KAISHA, LTD.;
NIPPON YUSEN KAISHA;
UNITED ARAB SHIPPING COMPANY (S.A.G.); and
YANG MING MARINE TRANSPORT CORPORATION,**

COMPLAINANTS

v.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY,

RESPONDENT

DECLARATION OF REED COLLINS

REED COLLINS, ESQ. hereby declares as follows:

1. I am an attorney at the law firm of Weil, Gotshal & Manges LLP, attorneys for Respondent, The Port Authority of New York and New Jersey (the "Port Authority") in this action, and am personally familiar with the facts stated herein. I make this declaration in support of the Port Authority's Opposition to Complainants' Motion for Judgment.
2. Attached hereto as Exhibit A is a true and correct copy of "Complainant Hanjin Shipping Co., Ltd. ('Hanjin') Supplemental Objections and Responses to Respondent The Port Authority of New York and New Jersey First and Second Request for Interrogatories [sic]." served on December 7, 2012.

CONFIDENTIAL MATERIALS EXCLUDED

3. Attached hereto as Exhibit B are true and correct copies of screenshots printed from Complainants' publicly available websites on or around December 28, 2012, including:

- i. Complainant Hanjin's homepage;
- ii. Complainant Hanjin's "About Us" page;
- iii. Complainant Hanjin's "U.S. Inland Service" page;
- iv. Complainant "K" Line's homepage;
- v. Complainant "K" Line's "Services" page;
- vi. Complainant "K" Line's "Services- Logistics" page;
- vii. Complainant Nippon Yusen Kaisha's homepage; and
- viii. Complainant Nippon Yusen Kaisha's "Logistics Services" page.

4. Attached hereto as Exhibit C are true and correct copies of printouts from Complainant Yang Ming's publicly available website that were created on or around January 18, 2013, including:

- i. Complainant Yang Ming's homepage;
- ii. Complainant Yang Ming's "About Yang Ming" page;
- iii. Complainant Yang Ming's "Logistics" page.

5. Attached hereto as Exhibit D are true and correct copies of "S&P Capital IQ Reports" that were downloaded from <https://www.capitaliq.com/home.aspx> on or around January 3, 2013 and describe the following companies:

- i. Air Tiger Express Companies, Inc.
- ii. CyberLogitec Co. Ltd.
- iii. Hanjin Logistics, Inc.
- iv. K-Line Logistics (USA), Inc.

CONFIDENTIAL MATERIALS EXCLUDED

v. Yusen Logistics Co., Ltd.

6. Attached hereto as Exhibit E is a true and correct copy of a Yang Ming Transport Co. Customer Advisory ("Port Congestion Surcharge"), which was downloaded from <http://www.agtrans.org/~agtrans7/images/stories/ports/yang%20ming%20customer%20advisory.pdf> on or around January 18, 2013.

7. Attached hereto as Exhibit F is a true and correct copy of a web page titled, "Hanjin Announces LA/LGB Congestion Surcharge," which was printed from the web site of North Star Container LLC at <http://www.nscontainer.com/hanjin-announces-lalgb-congestion-surcharge/> on or around January 18, 2013.

8. Attached hereto as Exhibit G is a true and correct copy of an e-mail from Yoon-Jai Lee to Mike Radak, David Kim, *et al.*, dated Aug. 23, 2011, produced in discovery by Complainant Hanjin. (CA-HJ-06572-573)

9. Attached hereto as Exhibit H is a true and correct copy of an e-mail from Sang-Ho Jeong to Mike Radak, dated April 29, 2011, produced in discovery by Complainant Hanjin. (CA-HJ-06458-460)

10. Attached hereto as Exhibit I is a true and correct copy of an e-mail from Kenny Chin to Sang-Ho Jeong, dated September 15, 2011, produced in discovery by Complainant Hanjin. (CA-HJ-06644)

11. Attached hereto as Exhibit J is a true and correct copy of a "NY Cargo Facility Charge Collection" chart, produced in discovery by Complainant Hanjin. (CA-HJ-06645-646)

CONFIDENTIAL MATERIALS EXCLUDED

12. Attached hereto as Exhibit K is a true and correct copy of an e-mail from Sang-Ho Jeong to Kenny Chin, dated June 21, 2011, produced in discovery by Complainant Hanjin. (CA-IJJ-006706-708)

13. Attached hereto as Exhibit L is a true and correct copy of an e-mail from David Kim to Neil Peterson, Mike Radak, *et al.*, dated January 6, 2011, produced in discovery by Complainant Hanjin. (CA-HJ-006801-802)

14. Attached hereto as Exhibit M is a true and correct copy of an e-mail from David Kim to Mike Radak, Neil Peterson, *et al.*, dated December 8, 2010, produced in discovery by Complainant Hanjin. (CA-HJ-007036)

15. Attached hereto as Exhibit N is a true and correct copy of an e-mail from David Kim to Mike Radak, Neil Peterson, *et al.*, dated December 9, 2010, produced in discovery by Complainant Hanjin. (CA-HJ-007075-078).

16. Attached hereto as Exhibit O is a true and correct copy of a "Customer Nominated Trucker Control Procedure" manual, dated February 1, 2012, produced in discovery by Complainant Hanjin. (CA-HJ-008007-013)

17. Attached hereto as Exhibit P is a true and correct copy of a "Uniform Intermodal Interchange and Facilities Access Agreement," dated October 31, 2006, produced in discovery by Complainant Hanjin. (CA-HJ-008014-015)

18. Attached hereto as Exhibit Q is a true and correct copy of an e-mail from Chris Von Kannewurff to Ray Leonard, *et al.*, dated July 26, 2011, produced in discovery by Complainant "K" Line. (CA-KL-003084)

CONFIDENTIAL MATERIALS EXCLUDED

19. Attached hereto as Exhibit R is a true and correct copy of an e-mail from Bill Ly to Tony Micena, dated May 27, 2011, produced in discovery by Complainant Yang Ming. (CA-YM-002010-030)

20. Attached hereto as Exhibit S is a true and correct copy of an e-mail from Mark Weaver, dated February 11, 2011, produced in discovery by Complainant Nippon Yusen Kaisha. (CA-NYK-000530)

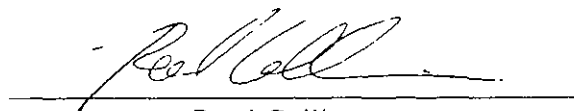
21. Attached hereto as Exhibit T is a true and correct copy of excerpts from a document titled "UIIA Equipment Providers Free Days and Per Diem/Use Charges," which was downloaded from [http://highmountaintransport.com/Per%20Diem%20Document\[1\].pdf](http://highmountaintransport.com/Per%20Diem%20Document[1].pdf) on or around January 18, 2013.

22. Attached hereto as Exhibit U is a true and correct copy of an e-mail from David Kim to Kenny Chin, *et al.*, dated June 20, 2011, produced in discovery by Complainant Hanjin. (CA-HJ-07009-011)

23. Attached hereto as Exhibit V is a true and correct copy of an e-mail from Joseph De May, Jr. of Cichanowicz, Callan, Keane, Vengrow & Textor, LLP, co-counsel for Complainants, to Jared R. Friedmann, co-counsel for the Port Authority, dated December 28, 2012.

I certify under penalty of perjury that the foregoing is true and correct to the best of my knowledge, information, and belief.

Dated: New York, New York
February 1, 2013


Reed Collins

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon the person listed below in the matter indicated, a copy to each such person.

<p><u>Via Federal Express:</u> John P. Meade "K" Line America, Inc. 6009 Bethlehem Road Preston, MD 21655</p> <p>Paul M. Keane Cichanowicz, Callan, Keane, Vengrow & Textor, LLP 61 Broadway, Suite 3000 New York, NY 10006</p> <p>Matthew J. Thomas Reed Smith LLP 1301 K Street, N.W. Washington, DC 20005</p>	<p>Dated at New York, NY this 1st day of February, 2013</p>
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Camille A. George

EXHIBIT A

LAW OFFICES OF
CICHANOWICZ, CALLAN, KEANE, VENGROW & TEXTOR, LLP

61 BROADWAY, SUITE 3000
NEW YORK, N.Y. 10006-2802

PAUL M. KEANE
STEPHEN H. VENGROW
JAMES M. TEXTOR
JOSEPH F. DE MAY, JR.
RANDOLPH H. DONATELLI
JESSICA A. DE VIVO
ERIC CHANG

ALSO ADMITTED TO DISTRICT OF
COLUMBIA, MAINE, N.J., NEW JERSEY
ALSO ADMITTED TO PENNSYLVANIA
ALSO ADMITTED TO GEORGIA
ALSO ADMITTED TO NEW JERSEY

TELEPHONE (212) 344-7042
TELEFAX (212) 344-7285
TELEFAX (212) 344-3988

A. J. MARINO
OF COUNSEL

BYRON KING CALLAN
(1914-1992)
VICTOR S. CICHANOWICZ
(1918-1989)

December 7, 2012

Weil, Gotshal & Manges, LLP
767 Fifth Avenue
New York, New York 10153

Attn: Jared R. Friedmann, Esq.
Reed Collins, Esq.

Re: Cosco Container Lines Co. Ltd., et al v. The Port Authority
of New York and New Jersey
FMC No.: 11-12
Our File No.: 9656A/PMK

Dear Mr. Friedmann:

Attached hereto are Responses Interrogatories provided by Complainant Hanjin Shipping Co. Ltd. (Hanjin). Please note that a substantial number of documents were provided extremely late by Hanjin to the undersigned firm on Tuesday night. We have been unable to review these in time to get them downloaded into the litigation support system. Likewise, because they have not been downloaded into the litigation support system or reviewed for privilege, confidentiality status, etc. we will not be able to provide the relevant Bates stamp numbers conforming to your interrogatory requests. We expect to have this done next week and will supplement Hanjin's responses accordingly.

If requested we will provide verifications as necessary.

Very truly yours,

CICHANOWICZ, CALLAN, KEANE,
VENGROW & TEXTOR, LLP

Paul M. Keane

PMK/mc
Encls.

Weil, Gotshal & Manges, LLP
Attn: Jared R. Friedmann, Esq.
Reed Collins, Esq.

December 2, 2012
Page 2

cc: WEIL, GOTSHAL & MANGES LLP
767 Fifth Avenue
New York, New York 10153
Attn: Richard A. Rothman, Esq.

WEIL, GOTSHAL & MANGES LLP
1300 Eye Street, NW
Suite 900
Washington, DC 20005
Attn: Peter D. Isakoff, Esq.

VENABLE LLP
575 7th Street, NW
Washington, DC 20004
Attn: Ashley W. Craig, Esq.
David G. Dickman, Esq.
Elizabeth K. Lowe, Esq.
Sarah Choi, Esq.

**BEFORE THE
FEDERAL MARITIME COMMISSION**

Docket No. 11-12

**HANJIN SHIPPING CO., LTD.;
HORIZON LINES, LLC;
KAWASAKI KISEN KAISHA, LTD.;
NIPPON YUSEN KAISHA;
UNITED ARAB SHIPPING COMPANY (S.A.G.); and
YANG MING MARINE TRANSPORT CORPORATION,**

COMPLAINANTS

v.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

RESPONDENT

**COMPLAINANT HANJIN SHIPPING CO., LTD., ("HANJIN")
SUPPLEMENTAL OBJECTIONS AND RESPONSES TO RESPONDENT
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
FIRST AND SECOND REQUEST FOR INTERROGATORIES**

Pursuant to §§502.201 and 502.205 of the Federal Maritime Commission Rules of Practice and Procedure, and Rule 26 and 33 of the Federal Rules of Civil Procedure, Hanjin Shipping Co., Ltd. ("Complainant") hereby responds to Respondent The Port Authority of New York and New Jersey's (the "Port Authority") First and Second Set of Interrogatories Propounded on Complainants (the "Interrogatories") as follows:

PRELIMINARY STATEMENT

Complainant Carriers have filed a motion for partial summary judgment in which counsel making the motion has stated that the Complainants will not seek to go forward with the causes of action based on violations of 46 USC §41106.

As such, responses to most of Interrogatories 1-15 are not necessary due to the 41106 cause of action being deleted. Nevertheless, responses have been drafted in order to avoid any unnecessary conflicts or delays which could affect the court's determination for this motion due to demands that these interrogatories should be answered.

Complainants incorporate all objections, both specific and general previously raised in their responses to Respondent's Interrogatories and Supplemental Interrogatories.

INTERROGATORIES

Interrogatory No. 1

Identify the principal and material facts that Complainants contend support their allegations in section IV.B of the Complaint that "[t]he Cargo Facility Charge is unlawful because Complainants do not receive services commensurate with the fee; because it severely and unreasonably prejudices Complainants while unduly preferring other users of the Port's facilities; and because the Cargo Facility Charge and the rules applying it provide for unlawful expulsion of the Complainants from the Port."

RESPONSE TO INTERROGATORY NO. 1: Complainant incorporates each and every response set forth in Complainant's responses to the Port Authority's First and Second Interrogatories,, and any supplemental responses thereto,, as if heretofore set out at length herein

The Port Authority's own internal documents discussing the implementation of the CFC and their subsequent instructions to Marine Terminal Operators (MTOs) that the MTO's could not work complainants vessels if Complainant did not pay the CFC and their communication to Carriers threatening to have the terminal operators not work Complainants vessels all support the allegation that the CFC and the rules applying it provided for the expulsion of the Complainants from the Port. See for instance Bates PA-CFC-0005216, 11035, 11063, 12267, 20172, 20186, 20412, 20940, 20996, 32929, 33449-33621, 40536, 40541, 40611, 47458, 47957-48018, 48042, 67705, 67817, 77224 and 77233

Interrogatory No. 2

Identify the principal and material facts that Complainants contend support their allegations in section IV.D of the Complaint that "[t]he CFC was predicated on the elimination of two other fees: one fee was asserted in connection with the movements of containers by truck, and the other fee was assessed in connection with the movement of containers by rail."

RESPONSE TO INTERROGATORY NO. 2: Complainant incorporates each and every response set forth in Complainant's responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority's own internal documents clearly state that the CFC could not be implemented without the elimination of what the Port Authority in its instructions describes as the RailFee and Truck Fee. See for instance Bates PA-CFC0005216, 11063, 11663-69, 20996, 24356-7, 40512, 40530, 40536, 40541, 45102, 48541-43, 70572, 70811, 72384 and 77403.

Interrogatory No. 3

Identify each contract between any Complainant and a marine terminal operator as alleged in paragraph IV.N.

RESPONSE TO INTERROGATORY NO. 3: Complainant incorporates each and every response set forth in Complainant's responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

Complainants New York Terminal contracts are contained at CA-HJ-000

Interrogatory No. 4

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.V of the Complaint that "Complainants generally do not use the system for the interchange of containers between trucks and container terminals, the target of the now eliminated Truck Fee, because the movement of containers beyond the terminals by truck usually is not within the Complainants' terms of carriage."

RESPONSE TO INTERROGATORY NO. 4: Complainant incorporates each and every response set forth in Complainant's responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority's own internal documents clearly show that Complainants did not use the system for the interchange of containers between trucks and container terminals or that Complainants did not generally use the ExpressRail system. See for instance Bates PA-CFC-00011033, 11051, 12473, 19701, 20173, 37542, 37546, 46565, and 81698. See also Complainant's documents provided in response to RFP 4, 8-11, 21 and 22. See for instance CA-HJ-004858

Interrogatory No. 5

Identify the principal and material facts that Complainants contend support their allegation in paragraph IV.X of the Complaint that "Complainants generally do not use the ExpressRail system."

RESPONSE TO INTERROGATORY NO. 5: Complainant incorporates each and every response set forth in Complainant's responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority's own internal documents and surveys demonstrate that none of the Complainants generally used the ExpressRail system. See for instance Bates PA-CFC-00011033, 11051, 12473, 19701, 20173, 37542, 37546, 46565, and 81698. See also Complainant's documents in response to request for production 4, 8-11, 21 and 22, for instance Bates CA-HJ-004858.

Interrogatory No. 6

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.Z of the Complaint that "[a]s a result, the Port-imposed CFC relieves the predominant ExpressRail users of their prior obligations under the Rail Fee, and those users now are being significantly subsidized by the Complainants."

RESPONSE TO INTERROGATORY NO. 6: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority's own internal documents indicate that the primary reason why the CFC was instituted was to reduce the cost to the three major users of the ExpressRail system in order to make sure that they didn't shift their rail business to Southern ports which the three Carriers had threatened to do. See for instance Bates PA-

CFC-0007949, 11035, 13048, 20851, 33008, 33773, 37542, 40512, 40536, 40541, 42853 and 81698 as well as the Bates numbers recited in response to Interrogatory number 5.

Interrogatory No. 7

Identify the principal and material facts that Complainants contend support their allegation in paragraph IV.AA of the Complaint that "[t]he Port has nothing to show that the CFC or any portion of the CFC is commensurate with any benefit (direct or indirect) that the Complainants receive from the rail system."

RESPONSE TO INTERROGATORY NO. 7: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port has failed to provide any proof that any portion of the CFC is being used to provide any benefit to the All Water Carrier Complainants. All alleged benefits are received either by those Carriers who predominantly use the ExpressRail Facility or by the shippers, consignees and their truckers who benefit from the alleged infrastructure projects outside of the Marine Terminals. The Carrier Complainants do not benefit from such projects since their responsibility ends when the loaded import containers are interchanged inside the Marine Terminal and their responsibility for outbound containers begins once the containers are interchanged into the MTOs. Likewise, auto carriers liability ends when the autos are discharged. The Port Authority has recognized this fact in numerous documents. See for instance Bates PA-CFC-00011063, 11621, 20412,

20462, 20902, 24325, 24356-57, 33008, 40541-2, 46336, 46359, 46611, 47585 and 77404.

Interrogatory No. 8

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.CC of the Complaint that "[b]y implementation of the CFC, the Port is unreasonably preferring ocean carriers who depend on ExpressRail over the Complainants who use ExpressRail only minimally or not [sic] all. This unjustly prejudices Complainants"

RESPONSE TO INTERROGATORY NO. 8: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

See Responses to Interrogatories 6 and 7 and the Bates number documents cited therein.

Interrogatory No. 9

Identify the principal and material facts that Complainants contend support their allegation in paragraph IV.EE of the Complaint that "[t]he Port threatens to blockade the Port against Complainants' vessels for nonpayment of the CFC, regardless of reason."

RESPONSE TO INTERROGATORY NO. 9: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority's own internal and external documents specifically support the allegation in Paragraph IV.EE of the Complaint that "[t]he Port threaten to blockade the Port against Complainants' vessels for non-payment of the CFC.*** See for instance Bates number documents set forth in response to interrogatory number 1 as well as Bates numbers PA-CFC-00020940, 33449, 33621, 47159, 47957, 48018, 48042, 64426, and 77224.

Interrogatory No. 10

Identify the principal and material facts that Complainants contend support their allegation in paragraph IV.GG of the Complaint that "[t]he legal obligation of the Complainants to pay the CFC is unclear."

RESPONSE TO INTERROGATORY NO. 10: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein

See in particular the current and prior versions of the Port Authority tariff and specifically, Section B Rule 34-090, and the Port Authority tariff Rules and Regulations as well as Port Authority documents. See also for instance Bates PA-CFC-00020462, 37242, 37353, 47641, 67816 and 77237 and Complainants motion for parial summary judgment filed concurrently with this response.

Interrogatory No. 11

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.JJ of the Complaint that "[i]f one Complainant member of a vessel sharing agreement were ordered barred by the Port from all Port terminals, other Complainant members, or other members, would suffer unreasonably."

RESPONSE TO INTERROGATORY NO. 11: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority's own threats set forth in response to interrogatories 1 and 9 clearly provide that, if any Complainant did not pay the CLC, its vessels would not be worked at the Port and would be in effect embargoed or blocked from the use of the Port. Obviously any slot charterers having cargo onboard those ships would be unable to unload their cargo if the ship wouldn't be worked. See also the current and prior versions of the Port Authority's Tariff and specifically, Section B, Subrule 34-090.

Interrogatory No. 12

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.KK of the Complaint that "[b]erth denial would cause severe disruption to the supply chain and U.S commerce and impose heavy expense burdens to Complainants as well as to their customers. So, not only would the CLC unfairly penalize Complainants, it would burden U.S exporters and importers, as well "

RESPONSE TO INTERROGATORY NO. 12: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

The Port Authority is fully aware of the significant effect on US Commerce that berth denial would have since the Port Authority was well aware that the largest segment of its trade was with the Far East and the largest single volume being moved to and from the Far East was on the CKYH Agreement vessels as well as on services operated by Evergreen, China Shipping and Maersk. Port Authority documents clearly acknowledge this and Port Authority statistics clearly show the significant volume of cargo that would have been affected. See prior responses to interrogatories 1 and 5 as well as the Piers and Datamyne statistics to which the Port Authority is a subscriber. See for instances PA-CFC-00020851, 77237, 77247, 77380 and 77394.

Interrogatory No. 13

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.LL of the Complaint that "[t]he CFC is an unfair charge on Complainants, which is in no way commensurate with the services they receive at the Port. The CFC unduly prefers the class of carriers who utilize the ExpressRail system to the detriment of Complainants, whose rail use at the Port is minimal. The CFC unreasonably discriminates in the provision of terminal services to Complainants."

RESPONSE TO INTERROGATORY NO. 13: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and

Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

Counsel for K Line and Reed Smith who are drafting the motion for summary judgment have already advised the Port Authority and Judge Wirth that Complainants will not be seeking an adjudication of the their claim in regard to the discrimination allegations covered by 46 USC §11106. In regard to the CFC being an unfair charge on Complainants which is no way commensurate with the services they receive at the Port, see Complainant's response to interrogatories number 6 and 7 and the facts set forth in Complainant's motion for summary judgment filed concurrently with these responses. See also for instance responses and documents indentified in response to Interrogatories 1, 6, 7, and 8.

Interroaatory No. 14

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.LL of the Complaint that "[t]he CFC also prejudices the Complainants to the extent that they compete with carriers using other ports who are not required to subsidize rail users thereby providing them with an unreasonable cost advantage "

RESPONSE TO INTERROGATORY NO. 14: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein

Complainant objects to interrogatory number 14 because the requested information is within the Port Authority's possession, custody and control and was the subject of Port Authority statistics and it is also in the publicly available databases as Piers and Datamync. See also for instance Bates PA-CFC-00011035.

Interrogatory No. 15

Identify the principal and material facts that Complainants contend support their allegations in paragraph IV.LL of the Complaint that "[t]he CFC unlawfully interferes in Complainant/terminal operator contracts by ordering terminal operators to refuse terminal facilities to Complainants. The CFC is an unconstitutional impairment of contracts."

RESPONSE TO INTERROGATORY NO. 15: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

See for instance responses to Interrogatories 1 and 9 and documents identified therein, see also for instance see Bates PA-CFC-00033449, 37246, 47957, 48018, 48042 and 77223.

Interrogatory No. 18

Identify and describe in detail payments made by, or on behalf of each Complainant pursuant to the Truck and Rail Fees from 2004 to the present, including, but not limited to, the dollar amount of such payments for each Complainant for each fee on an annual basis and the container numbers relating to such payments.

RESPONSE TO INTERROGATORY NO. 18: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

Truck Fees were never paid by Complainants. Rail Fees as defined in the interrogatories and notice to produce were terminated approximately March 2011 when the RailFee was replaced by the CFC. In regard to the payments made in regard to the RailFee see for instance Bates CA-HJ-004858.

Interrogatory No. 19

Identify and describe in detail the amount of payments made by Complainant's customers pursuant to the CFC, including, but not limited to, the dollar amount of such payments for each customer to the Complainant on a monthly basis and the container numbers relating to such payments.

RESPONSE TO INTERROGATORY NO. 19: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

Hanjin did charge their customers a CFC related surcharge. Hanjin will supplement its responses to this Interrogatory when counsel have finished reviewing over 1,000 documents provided to us by Hanjin late Tuesday, December 4.

Interrogatory No. 25

Identify and describe in detail the monthly average wait and transit times at the Port of New York and New Jersey associated with containers shipped by, or on behalf of each Complainant, which use the system for the interchange of containers between trucks and container terminals, including (i) on-port pre-gate transit times, (ii) gate processing and wait times, and (iii) transit times associated with the period spent between in-gating and out-gating for each monthly period from 2008 to the present.

RESPONSE TO INTERROGATORY NO. 25: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

Complainant does not prepare or maintain data in regard to in-port pre-gate transit links, gate processing and wait times or transit times associated with the period spent between in gating and out gating. The Port Authority however did conduct studies in this regard see for instance Batas PA-CFC-00010019, 36433, 45276 and 74064

Interrogatory No. 26

For each Complainant, identify and describe in detail (i) the total monthly number of containers transported by each Complainant which is subject to costs associated with trucking such containers to the first point of rest, (ii) the monthly percentage of those containers on which the Complainant bears responsibility for paying the cost to truck the container to the first point of rest, and (iii) the monthly percentage of those containers on which the originating shipper bears responsibility for paying the cost to truck the container to the first point of rest, for each monthly period from 2008 to the present.

RESPONSE TO INTERROGATORY NO. 26: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

See documents produced in response to Respondent's Request for Production.
See for instance Bates CA-HJ-004858.

Interrogatory No. 27

For each Complainant, identify and describe in detail (i) the total monthly number of containers transported by each Complainant which was subjected to the Rail Fee, (ii) the monthly percentage of those containers on which the Complainant bore responsibility for paying the Rail Fee, and (iii) the monthly percentage of those containers on which the originating shipper bore responsibility for paying the Rail Fee, for each monthly period from 2008 to the present.

RESPONSE TO INTERROGATORY NO. 27: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein.

See responses previously submitted in response to Request for Production 4, 8-11, 21, 22. See for instance Bates CA-HJ-004858.

Interrogatory No. 30

Interrogatory No. 32

For each Complainant, for all containers and percentages identified in response to interrogatory numbers 26 and 27 of the Port Authority's First Set of Interrogatories, identify which portion of such containers or percentages were attributable to containers originating from or destined for locations less than 260 miles from the Port of New York and New Jersey.

RESPONSE TO INTERROGATORY NO. 32: Complainant incorporates each and every response set forth in Complainants responses to the Port Authority's First and Second Interrogatories, and any supplemental responses thereto, as if heretofore set out at length herein

Please see attached data prepared by the New York Shipping Association in regard to this request. See Bates C A-HJ-005304, 5305, 5306, 5307.

Dated: New York, New York
December 7, 2012

Respectfully submitted,

2a4. ~ii.Q(. "...4

Paul M. Keane
CICHANOWICZ, CALLAN, KEANE,
VENGROW & TINTOR, LLP
61 Broadway, Suite 3000
New York, New York 10006
Attorneys for Complainants

CERTIFICATE OF SERVICE BY REGULAR MAIL and EMAIL

The undersigned declares under penalty of perjury that the following is true and correct:

1. I am over the age of eighteen years and I am not a party to this action.
2. On 12, I served by Regular Mail and Email a complete copy of HAN **SHIPPING CO., LTD.**, Responses to Respondent's First and Second Request for Interrogatories to the following parties:

TO: Jared R. Friedmann

Reed Collins
Richard A. Rothman
WEIL, GOTSHAL & MANGES LLP
767 Fifth Avenue
New York, New York 10153

Peter D. Isakoff
WEIL, GOTSHAL & MANGES LLP
1300 Eye Street, NW
Suite 900
Washington, DC 20005

Ashley W. Craig
David G. Dickman
Elizabeth K. Lowe
Sarah Choi
VENABLE LLP
575 7th Street, NW
Washington, DC 20004
*Attorneys for The Port Authority of
New York and New Jersey*

Dated: New York, New York
2, 2012


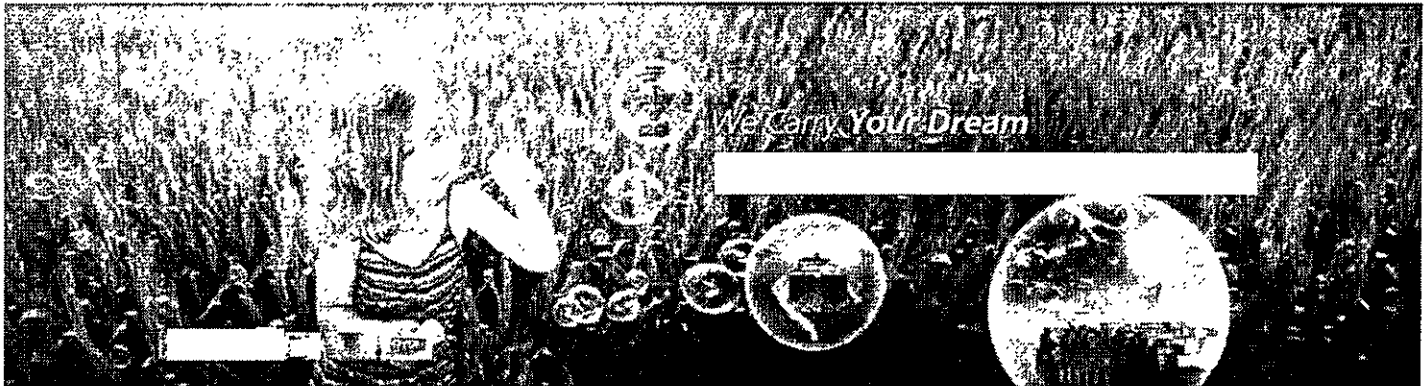

Mirna Corbin

EXHIBIT B1



Schedule		Open
From	Please Select an Origin First	
To	Please Select a Destination First	
On	2012-12-28	2013-01-27

Office network

Shipping has over 150 offices all over the world with its branches and contact centers opened to customers.

Service Network

Having the largest service network, we can provide the best service to our customers.

Voice of Customer

Thank you for your suggestions to Oilin Shipping.

EXHIBIT B2



ABOUT US

is a native Global Trade



CEO Message

Location

Office Network

Philosophy

History

Awards

Environment Relation

Job & Training

Sustainability

2012.02.20

Overview

2012.02.20.14.30.00



Hanjin Shipping is Korea's largest and one of the world's top ten container carriers that operates some 60 liner and tramp services around the globe transporting over 100 million tons of cargo annually. Its fleet consists of some 200 containerships, bulk and LNG carriers.

Hanjin Shipping, an operating company of Hanjin Shipping Holdings has its own subsidiaries dedicated to ocean transportation, terminal operation, ship management, ship repair and JFL serving various customers around the world.

With 6,000 employees in 60 different countries and 230 branch offices, Hanjin Shipping is building its global logistics network, which is also supported by the company's 13 dedicated terminals at the world's major hub ports and 6 inland logistics bases.



Aiming for flawless service for our customers, Hanjin Shipping is pursuing change and innovation at all times. Our efforts to provide advanced service show in our eco-friendly, state-of-the-art vessels, world-class logistics IT system and automated terminals.

In addition, Hanjin Shipping is trying to fulfill its duties as a corporate citizen by adopting eco-friendly container, developing CO2 emission calculator and establishing management system based on ethics and transparency of global standards.

With the belief in ourselves as a transporter of industry and culture, we at Hanjin Shipping will always stand by the values our customers believe in to become the world's best total logistics company respected by the global community.

EXHIBIT B3



SERVICE

We're a global force



OUR SERVICES

Container Services

- **Savyl Network**
- Reefer Cargo
- Dangerous Cargo
- Over-sized Cargo
- Equipment
- Container Vessel Fleet

Trucks

Terminal

RFI



U.S. Inland Service

Service Overview

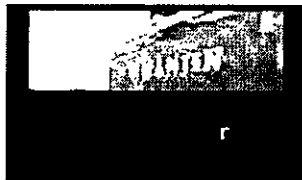
With the need to deliver value added logistics services, Hanjin Shipping operates a comprehensive network of logistics and intermodal services around the globe that revolve around our dedicated container terminals, rail, feeder, barge and truck transportation within its core business in maritime carriage.

Hanjin's intermodal service is available throughout North America. By rail, truck and feeder Hanjin intermodal service connects every city via major ports including Hanjin's terminals at Long Beach, Seattle and Oakland. Contracting with major rail companies and truck operators has improved Hanjin's already excellent intermodal service through reliable transportation and supply of exact movement information to customers. Each shipment is tracked and monitored by our nationwide Intermodal Service Center in Phoenix, Arizona.



Also, transportation to inland is based on usage of modernized rail terminals run by top class rail companies. Particularly, BNSF-LPC (Logistics Park Chicago), the most advanced rail terminal handles cargoes with first rate service by integrating rail and truck transportation, distribution and warehousing in one place.

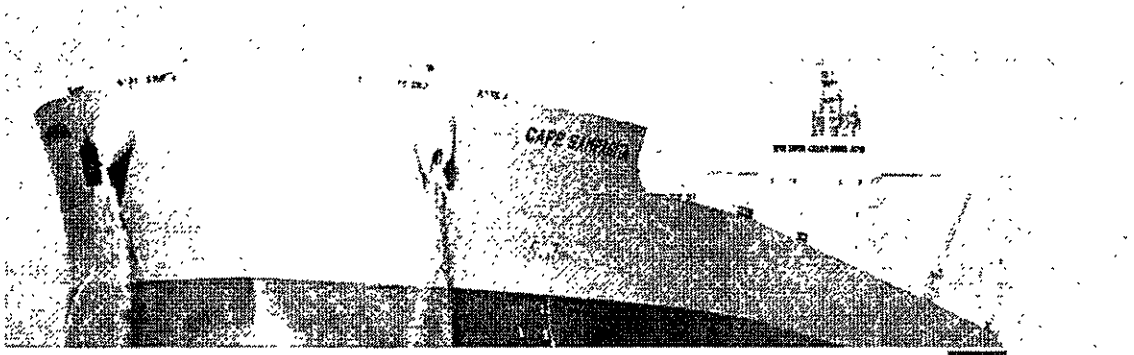
The cornerstone of Hanjin's premier intermodal service is the on-dock rail service at Hanjin Terminal in Long Beach. By avoiding the drayage delay and rail terminal congestion, containers will depart on trains to inland destinations within hours of vessel discharge. Supported by the efficient stowage of our vessels, Hanjin intermodal service will be constantly on-time providing customers with container availability anytime they want.



Contracting with major United States and Canadian rail companies Hanjin Shipping provides seamless surface transportation by utilizing the latest technology to insure complete customer satisfaction. Hanjin intermodal service in North America features FDI billing and live cargo tracing linked with our comprehensive rail system.

The Hanjin Logistics, Inc., founded in 2001 introduces its valuable services to the domestic market maintaining the same standards of excellence as its parent, Hanjin Shipping and is the premier domestic truck carrier in North America. The domestic service is dedicated to the on-time and efficient ground transportation of containers and is another feature for Hanjin to expand its status as the leading logistics company in the world.

EXHIBIT B4



News Releases

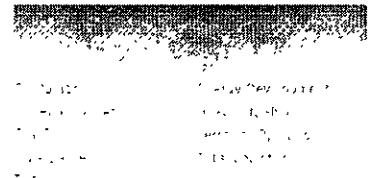
- Dec27, 2012 [CLC Support of Myanmar Economic Development](#)
- Dec12, 2012 [CLC Support of Myanmar Economic Development](#)
- Nov 06, 2012 [CLC Support of Myanmar Economic Development](#)
- Oct 31, 2012 [CLC Support of Myanmar Economic Development](#)
- Sep28, 2012 [CLC Support of Myanmar Economic Development](#)

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Online Container Services



Services



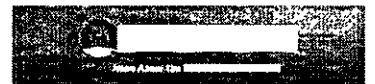
Investor Relations News

- Oct 31, 2012 [CLC Support of Myanmar Economic Development](#)
- Oct 31, 2012 [CLC Support of Myanmar Economic Development](#)
- Oct 26, 2012 [CLC Support of Myanmar Economic Development](#)
- Oct 18, 2012 [CLC Support of Myanmar Economic Development](#)
- Oct 10, 2012 [CLC Support of Myanmar Economic Development](#)

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Announcements

- Dec28, 2012 [CLC Service will resume from January 2013](#)
- Oct 31, 2012 [CLC Service will resume from January 2013](#)
- Oct 31, 2012 [Financial Highlights for 3rd quarter FY2012 will be announced on Oct 31, 2012](#)
- Sep20, 2012 [CLC Service will resume from January 2013](#)
- Jun 04, 2012 [CLC Service will resume from January 2013](#)



"K" Line B/L Clauses

EXHIBIT B5

Home **43=1**

News Releases

Investor Relations

CSR

About Us

Global Network

Home **43=1**

News Releases

Investor Relations

CSR

About Us

Global Network

Home **43=1**

Services

MIC LINE is a dedicated service shipping company that has been established since 1960. It is adapted to various needs and is now expanding its fleet. MIC LINE ships with a fleet of 100 ships, including 100,000 tons of cargo, every day to deliver value to cargo.



Container ships



Oil tankers



Bulk carriers



Bulk carriers



Tankers



Tankers (bulk carrier)



Bulk carriers



Bulk carriers



Bulk carriers

EXHIBIT B6

COED

Logistics

Service Profile

Transportation

Global Network

Small Fleet Management

Investment

Business

Service

Service

Service

Service

Service

Service

Service

Service

Logistics



We provide total logistics services meeting the growing diversity and complexity of logistics needs, including express and Air Cargo (E-2K), general cargo/delivery services (at the request of cargo owners), intermodal services (inland and overseas), and multiple carriers, via focusing and truck transportation, by consolidating the know-how and specialized experience of all members of the "K" Line Group.

News Releases

Feb 17, 2012 K Line Overseas Road Freight Transportation Service to be Expanded to China (Tianjin and Beijing) (Feb 17, 2012) [View More](#)

Service Profile

Investment Global Network

Service Profile

The recent forwarding business from the world into this field is growing as a whole. In our new business, we are realizing the "K Line Vision" of "Small Fleet Management" (K Line) by focusing on the service of small fleet management. We are also expanding our business to the field of transportation services, such as the use of multiple carriers, via focusing and truck transportation, by consolidating the know-how and specialized experience of all members of the "K" Line Group.

K Line is a leading company in the Express and Freight industry. We are at the forefront of the industry, and we are the key company in the industry. We are also expanding our business to the field of transportation services, such as the use of multiple carriers, via focusing and truck transportation, by consolidating the know-how and specialized experience of all members of the "K" Line Group.

three main areas: 1. Small Fleet Management (SFM) 2. Global Network 3. Investment. We are also expanding our business to the field of transportation services, such as the use of multiple carriers, via focusing and truck transportation, by consolidating the know-how and specialized experience of all members of the "K" Line Group.

We are also expanding our business to the field of transportation services, such as the use of multiple carriers, via focusing and truck transportation, by consolidating the know-how and specialized experience of all members of the "K" Line Group.



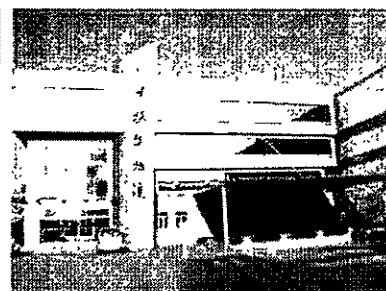
The all-weather elevated floor K Line Amata Nakorn Distribution Center in Thailand



A truck from Bangkok - Maine Enterprises Ltd. (BME), a Thailand-based overland transportation company



A multi-decker motorcycle transport vehicle developed in Indonesia



A joint-venture bonded warehouse in Tientsin, China

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Home Services News Releases

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EXHIBIT B7

LogOn

Online Applications

NEW YORK 123456789



IN
INQUIRY



BOOKING



RATE
MUM

SUBJECT
ALERTS



SHIPNET
SHIP NETWORK



SHIPPING
SHIPPING



submitITN

Info: Information Center 1234

News 1234



containerTracking

Enter the container number
Booked at our Company offices,
provided by a space or a number
then click the TRACK button
below

1234

5678

SHIP GEN

vesselSchedules

1234

1234



As valued customer, we hope you will consider registering on-line with NYK and begin to take advantage of the many functions available on our website.

English | Español

SP | MA | 1234

shortCuts

SERVICE
NETWORK



OFFICE
NETWORK



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LIST

COUNTRY
INFO

NYK
EDI

PRESS
RELEASES

WHAT'S
NEW

E-COAM MERCE
PACK

COZ
E-CALCULATOR

EXHIBIT B8

logisticsServices

APPLICATIONS

Introduction

The NYK Group provides the best possible logistic solutions to satisfy present customers' logistical needs which are becoming more complicated in proportion as the business process of sourcing, manufacturing, and marketing extends more to a global context.

The NYK Group has a perfect lineup of logistics business units inside every field of transportation (sea, land, air), forwarding, warehousing, distribution and other related services.

Each unit is a specialist with long and rich experience of supporting the customer, taking the leading position in sea, land and air transportation.

Please see more details here www.vusen-logistics.com.



EXHIBIT C1



- Yang Ming Group
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- Security & Regulation
- YML Services
- Financial Info.
- Contact Us
- Office & Agent
- News Bulletin
- FAQ

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PASSWORD

submit

reset

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Advanced Innovation
Efficient Service

YANG MING

e-Service

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[B/L Process](#)

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Tracking](#)

[Track
& Trace](#)

[Tariff](#)



[Status Input by Trucker](#)

[Hot News](#)

[US Empty Container Return](#)

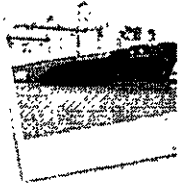
[US Chassis Registration Look Up](#)

[Vietnam Reefer Container Query](#)

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EXHIBIT C2



> ABOUT

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23734

A Transportation Company with Excellence

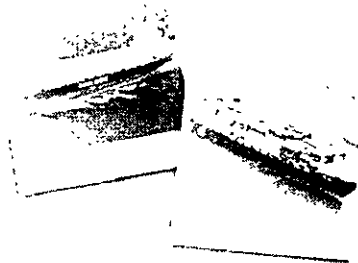
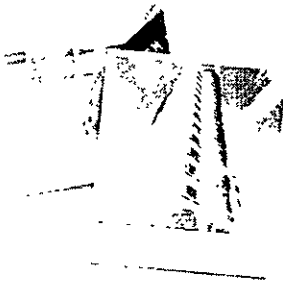
Teamwork. Innovation. Honesty. Pragmatism



OVER: 11.

[illegible]

Figure 1. The effect of the number of iterations on the accuracy of the proposed algorithm. The figure shows two plots side-by-side. The left plot is titled "Accuracy vs Iterations" and the right plot is titled "Error vs Iterations". Both plots show the results for three different values of α : 0.1, 0.2, and 0.3. In both plots, the x-axis represents the number of iterations from 0 to 100, and the y-axis represents the value from 0.0 to 1.0. The legend indicates that blue circles represent $\alpha = 0.1$, red squares represent $\alpha = 0.2$, and green triangles represent $\alpha = 0.3$. In the Accuracy plot, all three series start at approximately 0.6 and increase towards 1.0 as iterations increase. In the Error plot, all three series start at approximately 0.4 and decrease towards 0.0 as iterations increase.

[illegible]

➤

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 104

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GROUP 1 (C)

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BUSINESS

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BULK

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LOGISTICS 101 • THE LOGISTICS OF A SUCCESSFUL SUPPLY CHAIN MANAGEMENT STRATEGY • 79

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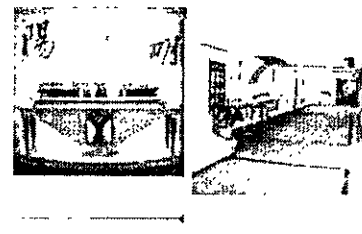


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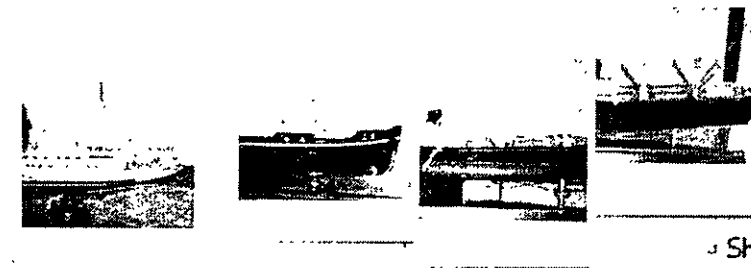
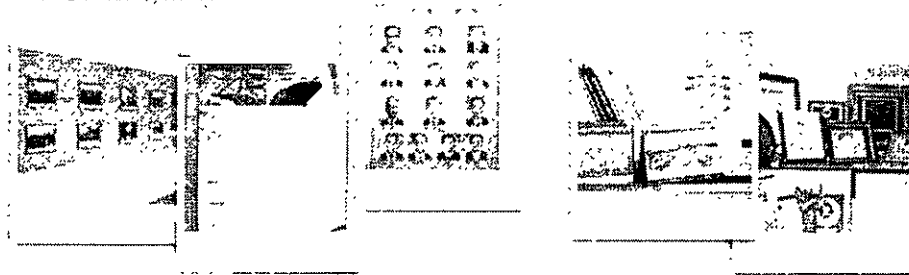


- **Wiederholungsfragen:** 1. Was ist die Bedeutung der **Wiederholungsfragen** in der Prüfung?
 ➤ **Wiederholungsfragen:** 2. Wie wird die **Wiederholungsfragen** in der Prüfung bewertet?
 ➤ **Wiederholungsfragen:** 3. Welche **Wiederholungsfragen** sind in der Prüfung zu erwarten?

➤ Some unique antique nautical equipment that was formerly used on board our vessels in the last century.

⬅ TOP

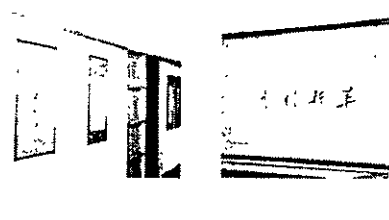
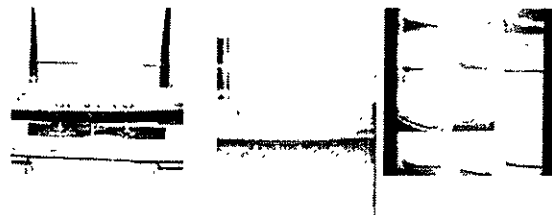
➤ The course of change and development of the Sea, Miao



➤ Ship Models

⬅ TOP

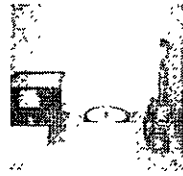
➤ Our Fleets -



➤ Some original calligraphy pieces

⬅ TOP

Some unique antique
handmade paper

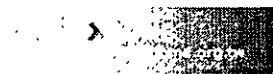
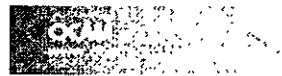


YMCF 財團法人陽明海濱文化基金會
Yang Ming Cultural Foundation

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back to top

EXHIBIT C3

 **YANG MING**

[Home](#) [About Us](#) [Our Services](#) [Our Fleet](#) [Our People](#) [Our Network](#) [Our History](#) [Our News](#) [Our Contact](#)

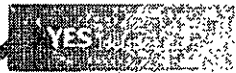


EXHIBIT D1

S&P CAPITAL IQ

Air Tiger Express Companies, Inc.

Company Status

Operating Subsidiary

Website

www.airtiger.com

Primary Industry

Air Freight and Logistics

Year Founded

1976

Primary Office Location

149-09 183rd Street
2nd Floor
Springfield Gardens, New York 11413
United States
Main Phone 718-917-6700
Main Fax 718-917-6448

Business Description / Color Notes

Air Tiger Express Companies, Inc. offers freight forwarding and logistics services. The company moves assets by land, air, and sea. It also offers customs brokerage, cargo insurance, and warehousing and distribution services. The company was founded in 1976 and is based in Springfield Gardens, New York, with additional offices in North America, Central America, the Caribbean, South America, Europe, the Middle East, Africa, Asia, Southeast Asia, and Oceania. As of January 29, 2010, Air Tiger Express Companies, Inc. operates as a subsidiary of Kawasaki Kisen Kaisha Ltd.

Private Ownership

| Investor | Relationship Type | Transaction Date(s) | Company Type | Investment Coverage | Most Recent Transaction Size (USD in mm) | Most Recent Amount Invested (USD in mm) |
|---------------------------|-----------------------------------|---------------------|----------------|---------------------|--|---|
| Kawasaki Kisen Kaisha Ltd | Current Subsidiary/Operating Unit | Jan-29-2010 | Public Company | - | 21.88 | |

Key Executives

| Name | Title |
|-----------------|----------------------------|
| Johung, John | Chief Financial Officer |
| Jui, Timothy | Senior Vice President |
| Ku, Robert | Chief Information Officer |
| Samuelson, Art | Vice President of Finance |
| Sheng, Eric | Managing Director |
| Tsao, Josephine | Corporate Secretary |
| Witowski, Lenny | Vice President, Operations |
| Xiao, David | Chief Executive Officer |

Board Members

| Name | Title |
|----------------------|----------------------------|
| Chu, Richard (Board) | Chairman of the Board |
| Johung, John | Chief Financial Officer |
| Jui, Timothy | Senior Vice President |
| Ku, Robert | Chief Information Officer |
| Witowski, Lenny | Vice President, Operations |

Summary M&A

Announced Date

Jan-29-2010

Target

Air Tiger Express Companies, Inc.

Status

Effective

Size (JPY mm)

2,000.00

Investor/Buyer Advisors: Skadden, Arps, Slate, Meagher & Flom LLP

Participants: Kawasaki Kisen Kaisha Ltd (TSE 9107)

Synopsis: Kawasaki Kisen Kaisha Ltd (TSE 9107) stake in Air Tiger Express Companies, Inc. on Jan-29-2010. The company acquired an additional 25% stake in Air Tiger Express Companies, Inc. through a share transfer agreement to acquire 51% stake in the company. The transaction is expected to be completed by June 30, 2010. Air Tiger Express Companies, Inc. is a subsidiary of Kawasaki Kisen Kaisha Ltd.

Date Created: Jan-03-2013

Air Tiger Express Companies, Inc.

the year ending December 31, 2009 Mitsuhiro Kamiya, Ivan A. Schlager and Steven J. Matays of Skadden, Arps, Slate, Meagher & Flom, L.L.P. acted as legal advisors to Kawasaki Kisen Kaisha Ltd.

Pre-Deal Situation: -

Deal Resolution: Kawasaki Kisen Kaisha Ltd. (TSE: 9107) completed the acquisition of 51% stake in Air Tiger Express Companies, Inc. effective July 2010

Key Developments

Key Developments

Kawasaki Kisen Kaisha Ltd. (TSE: 9107) signed an agreement to acquire a 26% stake in Air Tiger Express Companies, Inc.

Air Tiger Express Companies, Inc. Jan-29-2010 12:00 AM

M&A Transaction Announcement

Situation: Kawasaki Kisen Kaisha Ltd. (TSE: 9107) signed a basic agreement to acquire a 26% stake in Air Tiger Express Companies, Inc. on January 29, 2010. Kawasaki Kisen has an option to acquire an additional 25% stake in Air Tiger Express. As on June 16, 2010, Kawasaki Kisen signed a share transfer agreement to acquire 51% stake in Air Tiger Express for ¥2 billion. The transaction is expected to be completed by June 30, 2010. Air Tiger Express had annual sales of ¥20 billion for the year ending December 31, 2009. Mitsuhiro Kamiya, Ivan A. Schlager and Steven J. Matays of Skadden, Arps, Slate, Meagher & Flom, L.L.P. acted as legal advisors to Kawasaki Kisen Kaisha Ltd.

Source: Capital IQ Transaction Database

* denotes proprietary relationship information
Ownership data provided by

EXHIBIT D2

S&P CAPITAL IQ

CyberLogitec Co. Ltd.

Company Status

Operating Subsidiary

Website

www.cyberlogitec.com

Primary Industry

Application Software

Number of Employees

405

Year Founded

2000

Primary Office Location

16th Floor, 1605 Nuritkum Square R&D Tower

1605, Sangam-dong

Mapo-gu

Seoul, Gyeonggi-do 121 270

South Korea

Main Phone 82 2 6350 2000

Main Fax 82 2 6350 2050

Key Developments

Key Developments

**DP World, UAE Region Orders Advanced Technology
CyberLogitec Co. Ltd**

[CyberLogitec Co. Ltd](#)

Sep-25-2012 12:00

Situation: Jebel Ali, the container port operated by DP World, is currently under development, as the port to 19 million TEU (twenty-foot equivalent unit) by CyberLogitec Co. Ltd., to provide its OPUS Terminal Operating System (OS) to the port. The port, when completed, will add 4 million TEU in additional capacity to sophisticated operational requirements of the new terminal. The port will provide seamless services to customers. Container draft of 17 metres, and a 70 hectare storage yard, will be completed. The port will have 50 Rail Mounted Gantry (RMG) cranes.

Source: Other

* denotes proprietary relationship information
Ownership data provided by

Business Description / Color Notes

CyberLogitec Co. Ltd. provides information technology solutions for shipping and logistics industries. The company engages in the development of logistics solutions and system management. It also offers ISP/consulting, information technology outsourcing, unified communication, and application service provider services. The company was founded in 2000 and is based in Seoul, South Korea. CyberLogitec Co. Ltd. operates as a subsidiary of Hanjin Shipping Co., Ltd.

Private Ownership

| Investor | Relationship Type | Transaction Date(s) | Company Type | Investment Coverage | Most Recent Transaction Size (USD in mm) | Most Recent Amount Invested (USD in mm) |
|---------------------------|-----------------------------------|---------------------|----------------|---------------------|--|---|
| Hanjin Shipping Co., Ltd. | Current Subsidiary/Operating Unit | - | Public Company | - | - | - |

Date Created Jan-03-2013

EXHIBIT D3

S&P CAPITAL IQ

Hanjin Logistics, Inc.

Company Status

Operating Subsidiary

Website

www.hanjinlogistics.com

Primary Industry

Air Freight and Logistics

Number of Employees

10

Year Founded

2001

Primary Office Location

80 East Route 4

Suite 490

Paramus, New Jersey 07652-2655

United States

Main Phone: 201-291-4740

Main Fax: 201-291-0425

| | | |
|----------------------------------|------------------------------------|---|
| Hanjin Shipping Holdings Co. Ltd | Current Subsidiary/ Operating Unit | - |
|----------------------------------|------------------------------------|---|

Key Developments

Key Developments

HJLK Corporation cancelled the acquisition of Hanjin Logistics, Inc.

Hanjin Logistics, Inc Jul-30-2011 12:00

Situation: HJLK Corporation agreed to acquire Hanjin Logistics for approximately KRW 300 million in cash on July 30, 2010. Hanjin Logistics acquired 0.41 million shares of Hanjin Logistics. Hanjin Logistics, total liabilities of KRW 152 million, total stockholders' equity of KRW 382 million for the year 2009 and net profit of KRW 382 million for the year 2009.

HJLK Corporation cancelled the acquisition of Hanjin Logistics on July 30, 2011.

Source: Capital IQ Transaction Database

HJLK Corporation agreed to acquire Hanjin Logistics for approximately KRW 300 million.

Hanjin Logistics, Inc Aug-10-2010 12:00

Situation: HJLK Corporation agreed to acquire Hanjin Logistics for approximately KRW 300 million in cash on July 30, 2010. Hanjin Logistics acquired 0.41 million shares of Hanjin Logistics. Hanjin Logistics, total liabilities of KRW 152 million, total stockholders' equity of KRW 382 million for the year 2009 and net profit of KRW 382 million for the year 2009.

Source: Capital IQ Transaction Database

* denotes proprietary relationship information.
Ownership data provided by

Business Description / Color Notes

Hanjin Logistics, Inc. provides third-party logistics services in the United States and internationally. It offers ocean shipping, air freight, customs house brokerage, cargo insurance, order management, less-than-containers load, consolidation, warehousing, and trans-loading services, as well as domestic supply chain services, such as inland trucking, merge-in-transit, and intermodal services. The company also offers IT solutions, such as purchase order management, vendor management, documentation, visibility and exception alert, customized report formats, and EDI services; and project cargo services for customers with shipping needs related to out-of-gauge cargo and oversized cargo. The company was founded in 2001 and is based in Paramus, New Jersey, with offices in Europe, Southwest Asia, Northeast Asia, and North America. Hanjin Logistics, Inc. operates as a subsidiary of Hanjin Shipping Co., Ltd.

Private Ownership

| Investor | Relationship Type | Transaction Date(s) | Company Type | Investment Coverage | Most Recent Transaction Size (USD in mm) | Most Recent Amount Invested (USD in mm) |
|----------|-------------------|---------------------|--------------|---------------------|--|---|
|----------|-------------------|---------------------|--------------|---------------------|--|---|

Date Created: Jan-03-2013

EXHIBIT D4

S&P CAPITAL IQ

K Line Logistics (USA) Inc.

Company Status

Operating Subsidiary

Website

www.us.klinelogistics.com

Primary Industry

Air Freight and Logistics

Number of Employees

180

Primary Office Location

145 Hook Creek Boulevard
Building No. C5B
Valley Stream, New York 11581-2299
United States
Main Phone: 516-561-0700
Main Fax: 516-561-0300

| | | |
|---------------------------|------------------------------------|---|
| Kawasaki Kisen Kaisha Ltd | Current Subsidiary/ Operating Unit | - |
|---------------------------|------------------------------------|---|

* denotes proprietary relationship information
Ownership data provided by

Business Description / Color Notes

"K" Line Logistics (U S A) Inc. provides freight forwarding and custom broking services in the United States and internationally. The company's services include collection of goods and packing and customs clearance, as well as preparation of required documentation such as certificates of origin letters of credit, and bank drafts. Its services also comprise air export service NVOCC service and ocean export, international ocean consolidation scheduled services ocean and air import service, custom brokerage, distribution center logistics processing cargo tracking and the inventory system and Web inventory control system. The company transports various sensitive electrical equipment as well as publications, such as music CDs and DVDs cosmetics and medical treatments, aircraft and helicopter parts, urgent parts for rail cars and cargo used for exhibitions and theatrical events. The company was formerly known as "K" Line Air Service (U S A) Inc. and changed its name in July 2006. "K" Line Logistics (U S A) Inc. is based in Valley Stream, New York. It has additional offices in Atlanta, Georgia, Itasca, Illinois, Grapevine and Pharr, Texas, El Segundo, Burlingame and San Diego, California, and SeaTac, Washington.

Private Ownership

| Investor | Relationship Type | Transaction Date(s) | Company Type | Investment Coverage | Most Recent Transaction Size (USD in mm) | Most Recent Amount Invested (USD in mm) |
|----------|-------------------|---------------------|--------------|---------------------|--|---|
|----------|-------------------|---------------------|--------------|---------------------|--|---|

Date Created Jan-03-2013

EXHIBIT D5

S&P CAPITAL IQ

Yusen Logistics Co.,Ltd. (TSE:9370)

Company Status
Operating Subsidiary

Website
www.jp.yusen-logistics.com

Primary Industry
Air Freight and Logistics

Number of Employees
13,620

Year Founded
1955

Primary Office Location
Sumitomo Fudosan Shiba-Koen Tower 2-11-1
Shiba-Koen Minato-ku
Tokyo 105-0011
Japan
Main Phone 81 3 6703 8111
Main Fax 81 3 3578 3551

Business Description / Color Notes

Yusen Logistics Co., Ltd. engages in air and ocean freight forwarding, contract logistics, and transportation businesses. It provides agency services for air and ocean carriers, as well as offers freight forwarding, customs clearance, warehousing, integrated international shipping and agency motor vehicle transportation, and marine shipping brokerage services. The company is also involved in the packing, display, and storage of medial devices, leasing of containers loading equipment, distribution equipment, and logistics information systems, and real estate leasing and management. It operates in Japan, the Americas, Europe, east Asia, south Asia, and Oceania. The company, formerly known as Yusen Air & Sea Service Co., Ltd., was founded in 1955 and is headquartered in Tokyo, Japan. Yusen Logistics Co., Ltd. is a subsidiary of Nippon Yusen Kabushiki Kaisha.

Key Financials

In Millions of the trading currency, except per share items

| For the Fiscal Period Ending | 12 months
Mar-31-
2008 | 12 months
Mar-31-
2009 | 12 months
Mar-31-
2010 | 12 months
Mar-31-
2011 | 12 months
Mar-31-
2012 | 12 months
Sep-30-
2012 |
|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Currency | JPY | JPY | JPY | JPY | JPY | JPY |
| Total Revenue | 187,518.0 | 167,460.0 | 123,453.0 | 160,788.0 | 309,004.0 | 317,459.0 |

| | | |
|--|----------|------|
| Growth Over Prior Year | 2.7% | (10) |
| Gross Profit | 45,782.0 | 38,7 |
| Margin % | 24.4% | 2 |
| EBITDA | 12,123.0 | 6,3 |
| Margin % | 6.5% | |
| EBIT | 10,232.0 | 4,4 |
| Margin % | 5.5% | |
| Earnings from Cont. Ops. | 7,780.0 | 1,5 |
| Margin % | 4.1% | |
| Net Income | 7,271.0 | 1,0 |
| Margin % | 3.9% | |
| Diluted EPS Excl. Extra Items ³ | 172.42 | 2 |
| Growth Over Prior Year | 8.1% | (85) |

Current Capitalization

| | |
|---------------------------------|--|
| Share Price | |
| Shares Out | |
| Market Capitalization | |
| - Cash & Short Term Investments | |
| + Total Debt | |
| + Pref. Equity | |
| + Total Minority Interest | |
| = Total Enterprise Value (TEV) | |
| Book Value of Common Equity | |
| + Pref. Equity | |
| + Total Minority Interest | |
| + Total Debt | |
| = Total Capital | |

Valuation Multiples based on Current Capitalization

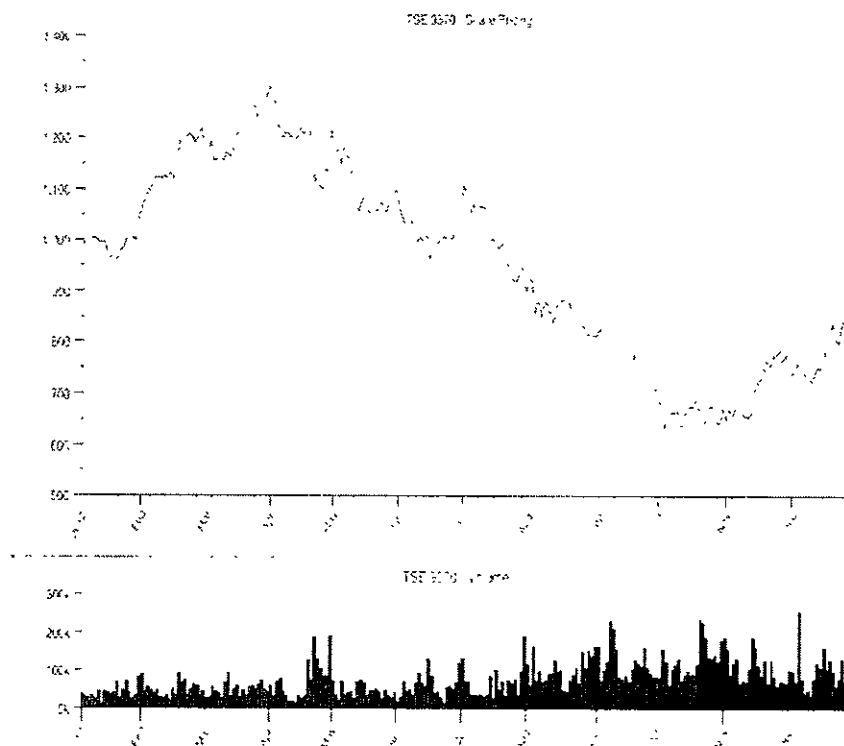
| For the Fiscal Period Ending | 12 months
Mar-31-
2009 |
|------------------------------|------------------------------|
| TEV/Total Revenue | 0.1x |
| TEV/EBITDA | 3.2x |
| TEV/EBIT | 4.5x |

Date Created Jan-03-2013

S&P CAPITAL IQ

Yusen Logistics Co.,Ltd. (TSE:9370)

| | | | | | |
|----------------------------|-------|-------|-------|-------|-------|
| P/Diluted EPS Before Extra | 33.4x | 23.4x | 10.0x | 14.3x | 17.4x |
| P/BV | 0.7x | 0.7x | 0.7x | 0.6x | 0.6x |
| Price/Tang BV | 0.7x | 0.7x | 0.7x | 0.7x | 0.7x |



Top 25 Holders

| Holder |
|---|
| Nippon Yusen Kabushiki Kaisha (TSE 9101) |
| Fidelity Investments |
| Yamato Holdings Co., Ltd. (TSE 9064) |
| Mitsubishi UFJ Asset Management Co., Ltd. |
| Government Pension Fund - Global |
| Tokio Marine Asset Management Co., Ltd. |
| Nomura Asset Management Co., Ltd. |
| Dimensional Fund Advisors LP |
| SPARX Asset Management Co., Ltd. |
| The Vanguard Group, Inc. |
| Sumitomo Mitsui Trust Asset Management Co., Ltd. |
| Nissay Asset Management Corporation |
| Teachers Insurance and Annuity Association College Retirement Equities Fund |
| Wellington Management Company LLP |
| Daiwa Asset Management Co., Ltd. |
| Mizuho Asset Management Co., Ltd. |
| Wells Capital Management Incorporated |
| DIAM Co., Ltd. |
| Sumitomo Mitsui Asset Management Company Limited |
| Schroder Investment Management Limited |
| Clarendon Bank Ltd., Asset Management Arm |
| Russell Investments Limited |
| Russell Investment Group (Japan) |
| HSBC Global Asset Management (UK) Limited |
| BlackRock, Inc. (NYSE:BLK) |
| All Others |
| Total |

Public Ownership Summary

| Type | Common Stock Equivalent Held | % of Total Shares Outstanding | Market Value (JPY in mm) |
|-----------------------|------------------------------|-------------------------------|--------------------------|
| Institutions | 6,666,755 | 15.86 | 5,737.3 |
| Corporations (Public) | 25,737,984 | 61.03 | 22,083.6 |
| Public and Other | 9,745,199 | 23.11 | 8,361.5 |
| Total | 42,169,938 | 100.00 | 36,182.5 |

Top 25 Holders (Institutions)

| Holder |
|---|
| Fidelity Investments |
| Mitsubishi UFJ Asset Management Co., Ltd. |

Date Created Jan-03-2013

Yusen Logistics Co.,Ltd. (TSE:9370)

| | | | |
|---|------------------|---------------|----------------|
| Government Pension Fund - Global | 416,191 | 0.987 | 380.4 |
| Tokio Marine Asset Management Co., Ltd | 406,400 | 0.964 | 351.9 |
| Nomura Asset Management Co., Ltd | 255,100 | 0.605 | 220.9 |
| Dimensional Fund Advisors LP | 141,200 | 0.335 | 122.3 |
| SPARX Asset Management Co., Ltd | 139,600 | 0.331 | 120.9 |
| The Vanguard Group, Inc | 74,408 | 0.176 | 64.4 |
| Sumitomo Mitsui Trust Asset Management Co., Ltd | 61,500 | 0.146 | 53.3 |
| Nissay Asset Management Corporation | 60,000 | 0.142 | 52.0 |
| Teachers Insurance and Annuity Association College Retirement Equities Fund | 54,300 | 0.129 | 47.0 |
| Wellington Management Company LLP | 50,000 | 0.119 | 43.3 |
| Dawa Asset Management Co., Ltd | 33,900 | 0.080 | 29.4 |
| Mizuho Asset Management Co., Ltd | 33,700 | 0.080 | 29.2 |
| Wells Capital Management Incorporated | 31,400 | 0.074 | 27.2 |
| DIAM Co., Ltd | 26,000 | 0.062 | 22.5 |
| Sumitomo Mitsui Asset Management Company Limited | 23,100 | 0.055 | 20.0 |
| Schroder Investment Management Limited | 17,300 | 0.041 | 15.0 |
| Clarendon Bank Ltd., Asset Management Arm | 15,200 | 0.036 | 13.2 |
| Russell Investments Limited | 14,100 | 0.033 | 12.2 |
| Russell Investment Group (Japan) | 12,200 | 0.029 | 10.6 |
| HSBC Global Asset Management (UK) Limited | 10,000 | 0.024 | 8.7 |
| BlackRock, Inc. (NYSE:BLK) | 8,063 | 0.019 | 7.0 |
| Shinko Asset Management Co., Ltd | 6,400 | 0.015 | 5.5 |
| AST Investment Services, Inc | 6,000 | 0.014 | 5.2 |
| All Others | 31,593 | 0.075 | 27.4 |
| Total | 6,686,755 | 15.857 | 5,790.2 |

Top 25 Holders (Corporations)

| Holder | Common Stock Equivalent Held | % of CSO | Market Value (JPY in mm) |
|--|------------------------------|---------------|--------------------------|
| Nippon Yusen Kabushiki Kaisha (TSE 9101) | 25,132,184 | 59.597 | 21,762.4 |
| Yamato Holdings Co., Ltd (TSE 9064) | 605,800 | 1.437 | 524.6 |
| All Others | | | |
| Total | 25,737,984 | 61.034 | 22,287.0 |

Top 25 Holders (By Funds)

| Holder | Common Stock Equivalent Held | % of CSO | Market Value (JPY in mm) |
|--------|------------------------------|----------|--------------------------|
|--------|------------------------------|----------|--------------------------|

| |
|---|
| Fidelity Puritan Trust - Fidelity Low-Priced Stock Fund (MutualFund FLPS X) |
| Nomura Japan Stock Strategy Fund Mother Fund |
| Swisscanto (LU) Equity Fund - Small & Mid Caps Japan |
| Mitsubishi UFJ Japan Stock Active Fund |
| Mitsubishi UFJ Japan Stock Active Fund |
| DFA Investment Trust Company - Japanese Small Company Series |
| Vanguard Star Funds - Vanguard Total International Stock ETF (NasdaqGM VXUS) |
| Nomura TOPIX Exchange Traded Fund (TSE 1306) |
| Nissay Japan Stock Mother Fund |
| College Retirement Equities Fund - CREF Stock Account |
| Mitsubishi UFJ Japan Active Mother Fund |
| Hartford Mutual Funds, Inc. - Hartford International Growth Fund (Mutual Fund HNCY X) |
| MHAM Mizuho Japan Stock Value Mother Fund |
| Wells Fargo Funds Trust - Wells Fargo Advantage Global Opportunities Fund |
| Nikko Listed Index Fund TOPIX (TSE 1308) |
| DFA Investment Dimensions Group Inc. - International Core Equity Portfolio (Mutual Fund DFIE X) |
| SMAM Domestic Stock Index Mother Fund (B) |
| Dawa ETF - TOPIX (TSE 1305) |
| Mitsubishi UFJ TOPIX Index Mother Fund |
| DIAM Domestic Stock Passive Fund (Optimization) Mother Fund |
| SMTAM Japan Stock Mother Fund |
| Tokio Marine - TMA Japan Stock TOPIX Mother Fund |
| Clarendon Leu (Lux) Japan Equity Fund |
| Nomura Partners Funds, Inc. - The Japan Fund (MutualFund NPJC X) |
| Mitsubishi UFJ TOPIX Mother Fund |
| All Others |
| Total |

Top Buyers

Yusen Logistics Co.,Ltd. (TSE:9370)

| Buyer | Common Stock Equivalent Held | Change |
|---|------------------------------|---------|
| Government Pension Fund - Global | 416,191 | 416,191 |
| Teachers Insurance and Annuity Association College Retirement Equities Fund | 54,300 | 33,900 |
| Wells Capital Management Incorporated | 31,400 | 31,400 |
| Dimensional Fund Advisors LP | 141,200 | 21,400 |
| Nomura Asset Management Co., Ltd | 255,100 | 14,500 |

Private Ownership

| Investor | Relationship Type | Transaction Date(s) | Company Type | Investment Coverage | Most Recent Transaction Size (JPY in mm) | Most Recent Amount Invested (JPY in mm) |
|--|------------------------------------|---------------------|----------------------------------|---------------------|--|---|
| Ant Capital Partners Co., Ltd | Current | - | Private Investment Firm | - | - | - |
| Fidelity Management & Research Company | Current | - | Private Investment Firm | - | - | - |
| Nippon Yusen Kabushiki Kaisha | Current Subsidiary/ Operating Unit | - | Public Company | - | - | - |
| Daiwa Corporate Investment Co., Ltd | Prior | - | Financial Service Investment Arm | - | - | - |

Key Executives

| Name | Title |
|------------------|---|
| Aoyagi Tatsuo | Executive Officer |
| Fukatsu Masahiko | Senior Managing Executive Officer and Representative Director |
| Futami Akio | Executive Officer and General Manager of International Business Strategy Department |
| Futonaka Minoru | Executive Officer and General Manager of Global Ocean Freight Department |
| Ishizuka Kazuo | Executive Officer and President of Yusen Logistics (Americas) Inc |
| Isobe Takashi | Executive Officer |
| Kato Kazuo | Managing Executive Officer and Director |
| Kimura Toshiyuki | Executive Officer and General Manager of East Japan Export Sales Division |

| | |
|----------------------|--------------------------------|
| Kitagawa, Taiji | Executive Officer |
| Kotoku, Kenichi | Executive Officer a |
| Kuramoto, Hiromitsu | President, Represe Committee |
| Maekawa, Toshio | Executive Officer a |
| Murakami, Shoji | Managing Executiv |
| Nakanishi, Hidetoshi | Executive Officer a Department |
| Okamoto, Hiroyuki | Executive Officer a |
| Omoni, Masahiro | Managing Executiv |
| Omura, Shotaro | Managing Executiv |
| Saeki, Tatsuhiko | Executive Officer a Department |
| Suzuki, Eiichi | Executive officer a Division |
| Yasukawa, Hiroyuki | Senior Managing E |

Board Members

| Name | Title |
|-----------------------------|------------------------------|
| Fukatsu, Masahiko | Senior Managing E |
| Hashimoto, Masaaki (Board) | Corporate Auditor |
| Kato, Kazuo | Managing Executiv |
| Kobayashi, Motonobu (Board) | Corporate Auditor |
| Kuramoto Hiromitsu | President, Represe Committee |
| Kusumoto, Setsuko (Board) | Outside Auditor |
| Murakami, Shoji | Managing Executiv |
| Omoni, Masahiro | Managing Executiv |
| Satani, Makoto (Board) | Outside Auditor |
| Yano, Shun-Ichi (Board) | Chairman |
| Yasukawa, Hiroyuki | Senior Managing E |

Summary M&A

Announced Date

Mar-29-2012

Target

NYK Logistics (China) Co. Ltd

Yusen Logistics Co.,Ltd. (TSE:9370)

Status

Closed

Size (CNY mm)

23.18

Investor/Buyer Advisors: PricewaterhouseCoopers Co., Ltd. (Financial Advisor); Sudoh & Takai Law Offices (Legal Advisor)

Seller Advisors: KPMG FAS Co., Ltd. (Financial Advisor)

Participants: Nippon Yusen Kabushiki Kaisha (TSE 9101) (Seller / Distributing Company); Yusen Logistics Co.,Ltd. (TSE:9370) (Investor / Buyer)

Synopsis: Yusen Logistics Co.,Ltd. (TSE 9370) signed a memorandum of understanding to acquire 51% stake in NYK Logistics (China) Co. Ltd. from Nippon Yusen Kabushiki Kaisha (TSE 9101) for CNY 23.2 million in cash on March 29, 2012. The Board of Directors of Nippon Yusen Kabushiki took resolution on March 29, 2012. The transaction is expected to close by April 1, 2012. KPMG FAS Co., Ltd. acted as third-party appraiser for Nippon Yusen Kabushiki Kaisha and PricewaterhouseCoopers Corporate Finance Pte Ltd. acted as third-party appraiser for Yusen Logistics Co.,Ltd. Sudoh & Takai Law Offices acted as legal advisor for Yusen Logistics Co.,Ltd.

Pre-Deal Situation: -

Deal Resolution: Yusen Logistics Co.,Ltd. (TSE 9370) completed the acquisition of 51% stake in NYK Logistics (China) Co. Ltd. from Nippon Yusen Kabushiki Kaisha (TSE 9101) on April 27, 2012.

Announced Date

Sep-22-2011

Target

PT Nyk Puninar Logistics Indonesia

Status

Closed

Size (JPY mm)

289.00

Investor/Buyer Advisors: Sudoh & Takai Law Offices (Legal Advisor)

Participants: Nippon Container Terminals Co. Ltd. (Seller / Distributing Company); Nippon Yusen Kabushiki Kaisha (TSE 9101) (Seller / Distributing Company); P.T. NYK Line Indonesia (Seller / Distributing Company); Yusen Logistics Co.,Ltd. (TSE:9370) (Investor / Buyer)

Synopsis: Yusen Logistics Co.,Ltd. (TSE 9370) signed a memorandum of understanding to acquire 51% stake in PT NYK Puninar Logistics Indonesia from Nippon Container Terminals Co. Ltd.

Yusen Logistics Co.,Ltd. (TSE 9370) and P.T. NYK September 22, 2011. Nippon Container Terminals v (TSE 9370) will sell 48.4% stake and PT. K Line In Logistics Indonesia recorded net assets of \$11.81 million (¥1.58 billion), sales of \$12.69 million (¥1.05 billion), ordinary income of \$934 million (¥77.39 billion) for the year ended March 31, 2011. The share transfer of PT NYK Puninar Logistics Indonesia from Nippon C Co.,Ltd. (TSE:9370) and P.T. NYK Line Indonesia in October 1, 2011 to December 1, 2011. Sudoh & Tai Logistics Co.,Ltd. The conversion is done from oari

Pre-Deal Situation: -

Deal Resolution: Yusen Logistics Co.,Ltd. (TSE:9 PT NYK Puninar Logistics Indonesia from Nippon C Co.,Ltd. (TSE:9370) and P.T. NYK Line Indonesia in

Announced Date

Feb-25-2010

Target

NYK Logistics (Japan) Co., Ltd.

Status

Closed

Size (JPY mm)

170.00

Participants: Nippon Yusen Kabushiki Kaisha (TSI Air & Sea Service Co. Ltd. (nka:Yusen Logistics

Synopsis: Yusen Air & Sea Service Co. Ltd. (TSE Logistics (Japan) Co., Ltd. from Nippon Yusen Kabi 25. 2010. Upon completion of the Integration, Yuse Yusen Logistics Kabushiki Kaisha and NYK Logistic Logistics Co. Ltd. Shunichi Yano, President of Yuse President of NYK Logistics (Japan), will assume the Kabushiki Kaisha. The definitive agreement is planr 28. 2010, Yusen Air & Sea Service Co. Ltd. entered NYK Logistics (Japan) Co., Ltd. from Nippon Yusen The deal is expected to be completed by October 1

Yusen Logistics Co.,Ltd. (TSE:9370)

Pre-Deal Situation: -

Deal Resolution: Yusen Air & Sea Service Co Ltd (TSE 9370) completed the acquisition of NYK Logistics (Japan) Co , Ltd from Nippon Yusen Kabushiki Kaisha (TSE 9101) April 1, 2011

Announced Date

Jun-26-2009

Target

All Express Corporation

Status

Closed

Size (JPY mm)

Participants: All Nippon Airways Co Ltd (TSE 9202) (Seller / Distributing Company); Kintetsu World Express Inc (TSE.9375) (Seller / Distributing Company), Mol Logistics (Japan) Co , Ltd (Seller / Distributing Company), Nippon Express Co Ltd (TSE 9062) (Seller / Distributing Company), Nissin Corporation (TSE 9066) (Seller / Distributing Company), Overseas Courier Service Co , Ltd (Investor / Buyer), Yusen Air & Sea Service Co. Ltd. (nka:Yusen Logistics Co.,Ltd. (TSE:9370)) (Seller / Distributing Company)

Synopsis: Overseas Courier Service Co Ltd agreed to acquire All Express Corporation from All Nippon Airways Co Ltd (TSE 9202) Kintetsu World Express Inc (TSE 9375), Nippon Express Co Ltd (TSE 9062) Yusen Air & Sea Service Co Ltd (TSE 9370) Nissin Corp (TSE 9066) and Mol Logistics (Japan) Co Ltd on June 26 2009 Deal is expected to close on August 1 2009

Pre-Deal Situation: -

Deal Resolution: Overseas Courier Service Co Ltd completed the acquisition of All Express Corporation from All Nippon Airways Co Ltd (TSE 9202) Kintetsu World Express Inc (TSE 9375) Nippon Express Co Ltd (TSE 9062) Yusen Air & Sea Service Co Ltd (TSE 9370) Nissin Corp (TSE 9066) and Mol Logistics (Japan) Co Ltd on August 1, 2009

Announced Date

Jul-28-2006

Target

Yusen Air & Sea Service (Tsukuba) Co Ltd

Status

Date Created Jan-03-2013

Effective

Size (JPY mm)

Participants: Yusen Air & Sea Service Co. Ltd. (Investor / Buyer)

Synopsis: Yusen Air & Sea Service Co., Ltd. entered 35% stake in Yusen Air & Sea Service (Tsukuba) Co Sea Service and Yusen Air & Sea Service (Tsukuba) Co Ltd. The transaction is expected to be completed by September 1, 2011

Pre-Deal Situation: -

Deal Resolution: Yusen Air & Sea Service Co , Ltd completed the acquisition of 35% stake in Yusen Air & Sea Service (Tsukuba) Co , Ltd

Key Developments

Key Developments

Yusen Logistics Co.,Ltd. Reports Operating Results for Q3 2012

| | |
|------------------------------------|-------------------|
| Yusen Logistics Co ,Ltd (TSE 9370) | Dec-09-2012 07:00 |
|------------------------------------|-------------------|

Situation: Yusen Logistics Co ,Ltd reported operating results for Q3 2012. The company reported air export consolidation from Japan 20 462 nos
Source: Other

Yusen Logistics Co.,Ltd., Board Meeting, Nov 22, 2012

| | |
|-----------------------------------|-------------|
| Yusen Logistics Co Ltd (TSE 9370) | Nov-22-2012 |
|-----------------------------------|-------------|

Situation: Yusen Logistics Co ,Ltd , Board Meeting, Nov 22, 2012 concerning lawsuit to rescind the trial decision
Source: Company Website

Yusen Logistics Co.,Ltd., Q2 2013 Earnings Call, Nov 2012

| | |
|-----------------------------------|-------------------|
| Yusen Logistics Co Ltd (TSE 9370) | Oct-31-2012 09:00 |
|-----------------------------------|-------------------|

Situation: Yusen Logistics Co Ltd , Q2 2013 Earnings Call, Nov 2012
Source: Company Website

Yusen Logistics Co.,Ltd. Reports Consolidated Earnings for the Second Quarter Ending September 30, 2012; Declares Dividend for the Second Quarter Ending September 30, 2012; Provides Dividend Guidance for the Second Quarter Ending September 30, 2012; Provides Earnings Guidance for the Fiscal Year Ending March 2013

Yusen Logistics Co.,Ltd. (TSE:9370)

| | | |
|--|----------------------|---|
| Yusen Logistics Co.,Ltd
(TSE 9370) | Oct-31-2012 12:00 AM | Announcement of Earnings,
Corporate Guidance -
New/Confirmed, Dividend Decrease |
| Situation: Yusen Logistics Co.,Ltd. reported consolidated earnings results for the second quarter ended September 30, 2012. For the period, the company reported net sales of JPY 161,818 million compared to JPY 153,363 million a year ago. Operating income was JPY 1,235 million compared to JPY 2,538 million a year ago. Ordinary income was JPY 2,040 million compared to JPY 3,194 million a year ago. Net income was JPY 1,345 million or JPY 31.90 per share compared to JPY 1,787 million or JPY 42.37 per share a year ago. The company declared a dividend of JPY 9.00 per share for the second quarter ended September 30, 2012 against JPY 10.00 per share for the same period a year ago, payable on December 5, 2012. The company plans to pay year end dividend of JPY 9.00 per share for the fiscal year ending March 31, 2013, compared to JPY 10.00 per share paid a year ago. For the year ending March 31, 2013, the company expects consolidated net sales of JPY 333,000 million, operating income of JPY 4,000 million, ordinary income of JPY 4,900 million, net income of JPY 2,200 million or JPY 52.17 per share.
Source: Company Website | | |
| Yusen Logistics Co.,Ltd. to Report Q2, 2013 Results on Oct 31, 2012 | | |
| Yusen Logistics Co.,Ltd
(TSE 9370) | Oct-31-2012 | Earnings Release Date |
| Situation: Yusen Logistics Co.,Ltd. announced that they will report Q2, 2013 results on Oct 31, 2012.
Source: Company Website | | |
| Yusen Logistics Co.,Ltd., ¥ 9.00, Cash Dividend, Sep-26-2012 | | |
| Yusen Logistics Co.,Ltd
(TSE 9370) | Sep-26-2012 | Ex-Div Date (Regular) |
| Situation: Yusen Logistics Co.,Ltd., ¥ 9.00, Cash Dividend, Sep-26-2012
Source: Financial Times | | |
| Yusen Logistics Co.,Ltd. Reports Operating Results for the Month of July 2012 | | |
| Yusen Logistics Co.,Ltd
(TSE 9370) | Aug-08-2012 12:00 AM | Announcement of Earnings |
| Situation: Yusen Logistics Co.,Ltd. reported operating results for the month July 2012. For the period, the company reported air export consolidation from Japan of 10,195 ton. Total forwarders in Japan was 73,817 ton. Air import customs clearance was 21,917 nos. Total customs brokers in Japan was 234,241 nos.
Source: Company Website | | |
| Yusen Logistics Co.,Ltd. Revised Earnings Guidance for the First Half Ending September 30, 2012 and Full Year Ending March 31, 2013 | | |
| Yusen Logistics Co.,Ltd
(TSE 9370) | Jul-31-2012 12:00 AM | Corporate Guidance-Lowered |
| Situation: Yusen Logistics Co.,Ltd. revised earnings guidance for the first half ending September 30, 2012 and full year ending March 31, 2013. For the first half ending September 30, 2012, the company revised expectation of net sales of JPY 166,600 million, operating income of JPY 2,000 million, net income of JPY 1,800 million or JPY 42.68 per share from net sales of JPY 180,300 million, operating income of JPY 4,500 million, net income of JPY 3,100 million or JPY 73.51 per share expected previously. For the full year ending March 31, 2013, the company revised expectation of net sales of JPY 347,000 million, operating income of JPY 5,500 million, net income of JPY 3,000 million or JPY 71.14 per share from net sales of JPY 370,000 million, operating income of JPY 9,500 million, net income of JPY 5,000 million or JPY 118.57 per share expected previously.
Source: Other | | |
| Yusen Logistics Co.,Ltd. Reports Consolidated Earnings Results for the First Quarter Ended June 30, 2012; Provides Dividend Guidance for the Second Quarter and Year Ending March 31, 2013; Provides Earnings Guidance for the First Half and Year Ending March 31, 2013 | | |

| | |
|--|-------------------|
| Yusen Logistics Co.,Ltd
(TSE 9370) | Jul-31-2012 12:00 |
| Situation: Yusen Logistics Co.,Ltd. reported consolidated 2012. For the period, the company reported net sales of JPY 1,107 million compared to JPY 1,064 million a year ago. Operating income was JPY 447 million compared to JPY 475 million or JPY 11.26 per share compared to JPY 11.26 per share. For the year ending March 31, 2013, the company forecasts dividend of JPY 9.00 per share. For the year ending March 31, 2013, the company expects consolidated net sales of JPY 333,000 million, ordinary income of JPY 4,900 million, net income of JPY 2,200 million or JPY 52.17 per share.
Source: Other | |
| Yusen Logistics Co.,Ltd. to Report Q1, 2012 Results on Jul 31, 2012 | |
| Yusen Logistics Co.,Ltd
(TSE 9370) | Jul-31-2012 |
| Situation: Yusen Logistics Co.,Ltd. announced that they will report Q1, 2012 results on Jul 31, 2012.
Source: Company Website | |

Auditors

| Period Audited | Auditor |
|----------------|-------------------------------------|
| FY 2012 | Deloitte Touche
Tohmatsu CPA Ltd |
| FY 2011 | Deloitte Touche
Tohmatsu CPA Ltd |

Transaction Advisors

| Financial Advisors | |
|---|---------------------|
| Advisor | No. of Transactions |
| PricewaterhouseCoopers
Co., Ltd | 1 |
| Transaction Dates: Mar-29-2012 (NYK Logistics (China) Indonesia) | |
| Legal Advisors | |
| Advisor | No. of Transactions |
| Sudoh & Takai Law
Offices | 2 |
| Transaction Dates: Mar-29-2012 (NYK Logistics (China) Indonesia) | |

News

Bank of Tokyo-Mitsubishi granted Turkish banking license

Plus Media Solutions Pakistan
Dec-24-2012 07:26 PM

Istanbul The Republic of Turkey Prime Ministry Investment Support and Promotion Agency has issued the following press release. Japan's Bank of Tokyo-Mitsubishi UFJ's (BTMU) application for a banking license to set up a banking business in Turkey has received a positive response from the Banking Regulation and Supervision Agency (BDDK) of Turkey. Having filed the application last July, the Japanese lender becomes the second new banking business to be allowed to operate in Turkey in the last 14 years, following Lebanon's Bank Audi which has its application approved in last year. BTMU's granting of banking license in Turkey comes as the country increasingly turns into an investment hub by Japanese companies. Sumitomo Rubber Industries, which announced a USD 500 million tire factory in central Turkey and logistics services company Yusen Logistics that established a new company to take advantage of Turkey's strategic location are among the Japanese newcomers in Turkey. Another Japanese bank, Sumitomo Mitsui Banking Corp (SMBC) has also entered into an agreement with the Investment Support and Promotion Agency of Turkey (ISPAT) recently to further promote business and investments between Turkey and Japan. An agreement of the same sort remains in effect between ISPAT and yet another Japanese lender, Mizuho Corporate Bank, since last June. Have been in Turkey since 1986 through a representative office, BTMU's banking services in Turkey will be primarily tailored for the 140+ Japanese companies in Turkey. This number is expected to triple in the next 7 years. For more information please visit <http://www.invest.gov.tr>

Japan's Largest Bank Gets Official Green Light For Turkey Operations

Haberler
Dec-23-2012 08:57 PM

The path has been cleared for Japan's largest bank. The Bank of Tokyo-Mitsubishi UFJ (BTMU), to begin operations in Turkey with the publication of the Banking Regulation and Supervision Agency's (BDDK) authorization in Turkey's Official Gazette on Saturday. The BDDK has given the bank permission to launch operations and open local branches with an initial investment of \$300 million.

Japan's largest bank gets official green light for Turkey operations [Cihan News Agency (Turkey)]

Al Bawaba Ltd.
Dec-23-2012 06:38 PM

TOKYO (CIHAN)- The path has been cleared for Japan's Bank of Tokyo-Mitsubishi UFJ (BTMU), to begin operations in Turkey with the publication of the Banking Regulation and Supervision Agency's (BDDK) authorization in Turkey's Official Gazette on Saturday. The BDDK has given the bank permission to launch operations with an initial investment of \$300 million. The bank currently has some 36,000 employees. BTMU CEO Shoji Nakano said the bank's plans to begin operations in Turkey, that BTMU's help facilitate a growing Japanese presence in Turkey, that Japanese firms eager to complete operations in Turkey. He also said Turkey is the only country in the world to operate. The bank's bid for a banking license was supported by the Investment Support and Promotion Agency of Turkey (ISPAT), environment in Turkey and supported the entry into the globe. Japanese lender Mizuho Financial Group office in Istanbul this year and signed an agreement to provide commercial and investment banking services to Japanese companies. Japanese firms have increasingly eyed Turkey for investment. Japanese firms opened Istanbul offices between January and February. Meanwhile, the number of Japanese companies in Turkey increased to a record 146. The bill includes Sumitomo Rubber Industries Ltd., which announced a \$516 million tire manufacturing plant in Cankiri, whose parent company is the world's number two tire maker (Cihan/Today's Zaman) CIHAN

Marc S Deane And Associates Launch Global Business

Press Release Point
Dec-19-2012 11:02 PM

Experienced global business consultant Marc S. Deane and Associates LLC, based in Randolph, Massachusetts, BOSTON, MA, United States, December 19, 2012. Global business consultant Marc S. Deane and Associates.

Yusen invests £9m in UK operations

logisticsmanager.com
Dec-13-2012 11:54 AM

Yusen Logistics is investing £9m in its UK business vehicle fleet. Managing director Ian Veitch said "Fu

Yusen Logistics Co.,Ltd. (TSE:9370)

us to offer comprehensive air, ocean and contract logistics services and with significant growth now underway, the time was right to make a significant investment in the UK business to

Yusen Logistics has installed its largest solar power Port Murray, New Jersey. This system installation is environmentally friendly solutions that support its business. Whole Yusen Logistics has installed its largest solar

Yusen Logistics and Honda win Supply Chain IT Award in Frankfurt

Transportweekly

Dec-06-2012 06:10 PM

Yusen Logistics (UK) Ltd and Honda of the UK Manufacturing Ltd (HUM) have jointly won the IT Innovation category at the inaugural Automotive Global Supply Chain Awards event in Frankfurt. The event, which recognises excellence throughout the automotive supply chain, was attended by an international line-up of OEM's and supply chain representatives, from 3PLs to shipping lines.

YUSEN LOGISTICS CO LTD : Yusen Logistics and Honda Win Supply Chain IT Award in Frankfurt

4-Traders

Dec-06-2012 06:41 AM

Yusen Logistics (UK) Ltd and Honda of the UK Manufacturing Ltd (HUM) have jointly won the IT Innovation category at the inaugural Automotive Global Supply Chain Awards event in Frankfurt. The event, which recognises excellence throughout the automotive supply chain, was attended by an international line-up of OEMs and supply chain representatives, from 3PLs to shipping lines. This

YUSEN LOGISTICS CO LTD : Changsha Office E Japanese Staff

4-Traders

Nov-16-2012 02:46 AM

Yusen Logistics (China) Co., Ltd. (Managing Director) its newly established Changsha office, in Hunan province. Staff will be assigned permanently to the office, to contribute especially in the automotive industry. The capital of

* denotes proprietary relationship information
Financial data provided by

Historical Equity Pricing Data supplied by

Estimates data provided by

Ownership data provided by

Regulatory News Service data provided by

Includes news provided by

Bioventus Inks Deal for 40,000 Square Feet

The Daily News

Nov-21-2012 08:12 PM

A Durham, N.C.-based biologics company is relocating its Memphis presence, signifying a boon to the Northeast office submarket. Bioventus LLC has inked 38,880 square feet of office and manufacturing space in Goodlett Farms Business Campus, 1900 Charles Bryan Road, in Cordova. Formed in May, Bioventus emerged from venture capital firm Essex Woodlands and London-based medical device

Yusen Logistics Installs Largest Solar Power Generator at Warehouse Facility, New Jersey

PRWeb

Nov-19-2012 10:08 AM

EXHIBIT E

To our Valued Export Customers –

Please find attached notification of Port Congestion Surcharge to be applied to all export cargoes from the U.S. and Canada in the event of Labor disruptions on the East Coast. We continue to hope for a favorable conclusion to current Labor discussions, and will withdraw this filing in such event.

CUSTOMER ADVISORY

Yang Ming (America)

Port Congestion Surcharge

Dear Valued Customers,

Due to developing labor issues on the United States East Coast, including but not limited to the possibility of a strike or lockout at an east coast port, the operations of ports throughout the United State and Canada may be negatively impacted to the extent that severe congestion is likely to result.

Such impact and congestion will cause Yang Ming to sustain increased operational costs which include consuming additional fuel and increasing working time due to prolonged sailing and idling time.

In an effort to set off against the increased costs, Yang Ming has filed a tariff which will assess a Port Congestion Surcharge ["PCS"] on affected shipments. The tariff will become effective date as of September 30, 2012.

The details of the assessments are as followings:

United States and Canada to Far East:

USD 800 per 20' Container

USD 1000 per 40' & all other sizes

Application of the tariff is as follows:

If strikes, lockouts, slowdowns, or other labor dispute take place, the shipments affected by the congestion will be assessed a PCS.

If strikes, lockouts, slowdowns, or other labor dispute do NOT take place, the PCS will NOT be assessed on shipments.

We thank you for your business and continued support. If you have any questions regarding this information, please contact your Yang Ming sales representative.

EXHIBIT F



- [Home](#)
- [ABOUT US](#)
- [OUR SERVICES](#)
- [RATE REQUEST](#)
- [INDUSTRY LINKS](#)
- [FORMS](#)
- [CONTACT](#)

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HANJIN ANNOUNCES LA/LGB CONGESTION SURCHARGE

Due to the congestion created by the 8 day strike at the LA/Long Beach terminals Hanjin has announced the following Westbound US to Far East/Asia/Australia Congestion Surcharge.

Effective: December 10th, 2012

Expiration: December 28th, 2012

Application IPI Cargo Via Long Beach, CA, Los Angeles, CA Ports

Amount: \$160/20' \$200/40'

Note Applicable to all container types

eNews & Updates

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• Recent Posts

[East & Gulf Coast Labor Contract Update](#)

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[LA-Long Beach Strike Resolved 12/04/2012](#)

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- [February 2011](#)
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- [November 2010](#)
- [October 2010](#)
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- [May 2009](#)
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EXHIBIT L

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EXHIBIT M

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EXHIBIT N

CONFIDENTIAL MATERIALS EXCLUDED

EXHIBIT O

CONFIDENTIAL MATERIALS EXCLUDED

EXHIBIT P

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EXHIBIT Q

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EXHIBIT R

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EXHIBIT S

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EXHIBIT T

U I I A Equipment Providers

Free Days and Per Diem/Use Charges

Note: For your convenience, we have produced a quick and easy online reference for Motor Carriers to access free time and per diem information for U I I A Equipment Providers. The following document contains only those sections within participating U I I A EP addenda that reflect each Provider's free time and per diem charges.

Please note that there may be other sections contained in an EP's addendum where the application of per diem charges may be addressed (i.e. lost/stolen equipment). To obtain this information Motor Carriers will need to download the Equipment Provider's addendum in its entirety by clicking on the Equipment Provider's company name from your list of pending or approved Equipment Providers.

Click on the links on the following page to take you directly to the Equipment Provider you wish to obtain free time/per diem information for. Should you wish to get back to the list of providers, simply click on the "back to top" link at the bottom of the page.

List of Participating Equipment Providers

Free Days and Use Charges

OCEAN CARRIERS:

[APL Co. Pte Ltd](#)
[ACL/Grimaldi Group/Inarme](#)
[Bermuda Container Line Limited](#)
[Canadian Pacific-US \(S00 Line & D&H\)](#)
[China Shipping Container Line](#)
[CMA/CGM America, Inc.](#)
[Compania Chilena De Navegacion Interoceanica \(CCNI\)](#)
[Compania Sud-Americana De Vapores](#)
[\(CSAV/Libra Uruguay/NorAsia/Libra\)](#)
[COSCO North America, Inc./COSCO Container Lines](#)
[Co., Ltd/ China Ocean Shipping Company America, Inc.](#)
[Emskip USA, Inc.](#)
[Evergreen Shipping Agency \(America\) Corporation](#)
[Galborg Pte Ltd \(trading as GAL\)](#)
[Grand China Shipping \(Yantai\) Co. Ltd.](#)
[Hamburg Sud North America, Inc.](#)
[\(formerly HSAC Logistics, Inc.\)](#)
[Hanjin Shipping Co., Ltd.](#)
[Hapag-Lloyd \(America\) Inc](#)
[Horizon Lines, LLC](#)
[Horizon Lines of Alaska, LLC](#)
[Hyundai Merchant Marine, Inc.](#)
[Iowa Interstate Railroad](#)
[K- Line America, Inc. - Kawasaki Kisen Kaisha](#)
[Maersk Line](#)
[Matson Navigation Company](#)
[Mediterranean Shipping Company](#)
[MOL America, Inc.](#)
[Nippon Yusen Kaisha \(NYK Line North America\)](#)
[Nordana Line](#)
[OOCL \(USA\) Inc.](#)
[Pacer Intl, Inc. \(Pacer Stacktrain\)](#)
[Pacific International Lines \(Private\) Limited](#)
[PO Shipping Company Ltd.](#)
[Raildecks, Inc.](#)
[Safmarine Container Line, N.V.](#)
[Sea Star Line, LLC](#)
[Somers Isles Shipping Ltd.](#)
[Swire Shipping \(formerly Indotrans, Inc/Indotrans](#)
[Pacific\)](#)
[The Containership Company \(TCC\)](#)
[TransAtlantic Lines LLC](#)
[TS Lines, Ltd](#)
[Turkon Container Transportation & Shipping, Inc.](#)
[United Arab Shipping Company](#)
[US Lines LLC](#)
[Wan Hai Lines Ltd.](#)
[Yangming Marine Transport Corp.](#)

[Zim American Integrated Shipping Services Co, Inc/](#)
[Zim Integrated Shipping Services Ltd](#)

RAILROAD COMPANIES:

[Burlington Northern Santa Fe](#)
[Canadian National/Illinois Central Railroad](#)
[Norfolk Southern Corp.](#)
[Union Pacific Railroad Company](#)

LEASING COMPANIES:

[Milestone Equipment Corporation](#)

UNITED ARAB SHIPPING CO.

Addendum to the Uniform Intermodal Interchange and Facilities Access Agreement

1 FREE TIME

- (A) On all interchange equipment, the day of interchange and the first four days after the day of interchange will be considered days of grace during which time no charge will be made for the use of the equipment. Thereafter, full per diem will be assessed on a straight calendar basis. Saturdays, Sundays and holidays will be excluded as chargeable days for the purpose of computing free time only. As between carriers domiciled in the United States, holidays refer to those enumerated in labor contracts applicable to terminal operations at point of interchange.
- (B) No charge will be assessed for such time as equipment is delayed at customs for reasons beyond the control of the carrier in possession of the equipment at such point, provided adequate written notice of such delay is promptly given by such carrier possession to the carrier from which the equipment was received at point of interchange.

2. TABLE OF CHARGES

| <u>EQUIPMENT TYPE</u> | <u>FIRST FIVE (5) CALENDAR
DAYS AFTER FREE TIME</u> | <u>EVERY CALENDAR DAY
THEREAFTER</u> |
|----------------------------|---|--|
| 20' Dry Van Container | \$ 30 00 per day | \$ 60.00 per day |
| 20' Open Top Container | \$ 40 00 per day | \$ 80.00 per day |
| 20' Flat Rack Container | \$ 40 00 per day | \$ 80.00 per day |
| 20' Refrigerated Container | \$ 75 00 per day | \$ 150.00 per day |
| 40' Dry Van Container | \$ 40 00 per day | \$ 80.00 per day |
| 40' Open Top Container | \$ 60.00 per day | \$ 120 00 per day |
| 40' Flat Rack Container | \$ 60 00 per day | \$ 120.00 per day |
| 40' High Cube Container | \$ 60 00 per day | \$ 120 00 per day |
| 40' Refrigerated Container | \$ 100 00 per day | \$ 200 00 per day |
| Chassis (20' or 40') | \$ 30 00 per day | \$ 60 00 per day |

Note 1 Per Diem for container and chassis is determined by adding the container and chassis per diem

Note 2 These rates are subject to change with thirty days prior notice

3 Free Time for Equipment Not Used

- A On interchange equipment that is returned to the point of interchange empty (i.e. dispatched for an export move and not used, there will be no grace period for this returned equipment and full per diem will be assessed on a straight calendar basis. The equipment will also be assessed gate charges (both out and in)

4 Table of Charges for Equipment Not Used

A Gate Charges for Equipment Not Used

| | |
|-----------------|--|
| Gate Out Charge | \$100 00 per container (for all Marine depots) |
| Gate In Charge | \$100 00 per container (for all Marine depots) |
| Gate Out Charge | \$ 50 00 per container (for all non-Marine depots) |
| Gate In Charge | \$ 50 00 per container (for all non-Marine depots) |

B Per Diem Charges For Equipment Not Used

| | |
|-------------------------------|-------------------------|
| 20' Dry Van Container | \$ 20 00 per day |
| 20' Open Top Container | \$ 40 00 per day |
| 20' Flat Rack Container | \$ 40 00 per day |
| 20' Refr. Container | \$ 75 00 per day |
| 40' Dry Van Container | \$ 20.00 per day |
| <u>40' Open Top Container</u> | <u>\$ 40.00 per day</u> |

(UNITED ARAB SHIPPING CONTINUED)

| | |
|-------------------------|------------------|
| 40' Flat Rack Container | \$ 40.00 per day |
| 40' High Cube Container | \$ 20.00 per day |
| 40' Refr. Container | \$100.00 per day |
| Chassis (20' or 40') | \$ 20.00 per day |

Note 1 Per Diem for container and chassis is determined by adding the container and chassis per diem.

Note 2 These rates are subject to change with thirty days prior notice in accordance with Section G 14 a of the UIIA.

[Back to top](#)

EFFECTIVE: FEBRUARY 1, 1996
REVISED: DECEMBER 16, 2010

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